

REPORT
OF
RAILROAD COMMISSIONERS

VERMONT

1892

Vermont, Public Service Commission

THIRD BIENNIAL REPORT

— OF —

THE BOARD

— OF —

RAILROAD COMMISSIONERS

OF THE

STATE OF VERMONT,

JUNE 30TH, 1890, TO JUNE 30TH, 1892.



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PART I.

COMMISSIONERS' REPORT.

BOARD OF RAILROAD COMMISSIONERS.

SAMUEL E. PINGREE, Chairman, Hartford.

AMORY DAVISON, Craftsbury.*

LEON G. BAGLEY, Rutland.

ALFRED E. WATSON, Clerk, Hartford.

STATE OF VERMONT.

COMMISSIONERS' REPORT.

To the General Assembly of the State of Vermont :

Section 11 of the Act creating a Board of Railroad Commissioners (No. 23, Acts of 1886) requires the Board to make a biennial report to the Legislature, containing a record of all its proceedings under the law, and to include therein such statements, facts and explanations as will disclose the actual working of the system of railroad transportation in its bearing upon the business and prosperity of the State, with such suggestions in respect thereto or in respect to the condition of affairs or conduct of any of said railroads, or in respect to the general railroad policy of the State, or the amendment of its laws or any new legislation that may seem to the Board appropriate; and, also, statements showing the receipts and expenditures of each and every railroad in the State for the two preceding years and from what source such receipts were derived, and for what such expenditures were made; also, the condition of each of said roads, their equipment and such other matters as the Board may deem appropriate and important for the information of the Legislature.

In compliance with this statute, and cognate laws subsequently enacted, the Board has the honor to submit its Third Biennial Report under the respective heads of :

Complaints, Petitions and Hearings, and Decisions; Accidents, with statistical tables and summaries; Railroad Con-

struction; Mileage of Railroads; Annual Returns and statistical tables; Dividends; Capital Stock, Bonds, Liabilities, Cost and Equipment; Operating Earnings and Expense, Income, etc.; Passenger Fares and Revenue; Freight Revenue and Rates; Wages of Employes; Physical Condition of Roads; Depots and Bridges; Frog, Switch and Guard Rail Blocking; Automatic Freight Train Couplers; Freight Train Brakes; Taxes Paid by Railroad Companies; Heating, Ventilating and Lighting Passenger Cars; Consolidating Railroad Lines; Mileage Tickets; Recommendations for Legislation; Sketches and General Inspections of Railroads; Special Reports on Accident Investigations; Statements of Accident Inquiries; Annual Returns of Railroad Companies; and an Appendix containing the laws of the State relating to railroads, with proper indices.

COMPLAINTS, PETITIONS AND HEARINGS, AND DECISIONS.

Those portions of the Report which contain the Hearings and Decisions upon Complaints, Petitions and Grade Crossings; the Investigation Reports and the Railroad Inspections, represent the principal work done by the Board.

Complaints presented have been duly referred to the railroad companies, and, after answer made, hearings have followed or satisfactory adjustments of the matters of complaint, through correspondence by the Board with the parties, have been reached.

Complaints have been preferred for the action of the Board, upon fourteen of which public hearings have been held, on notice to the companies and the complaining parties, and no refusal to comply with the recommendation of the Board on the part of any railroad company has been made, though extension of the time limited in the recommendation for com-

pliance has, in a few instances, been asked for and granted, for cause shown.

A litigated question of land damages unfortunately delays the execution of the order of the Board for the abolishment of the so called "Landon Grade Crossing" on Freight street in the village of Rutland, the possibility of which was contemplated in the order.

For the detailed action of the Board under these important heads and its reasons for its decisions and orders in each case, reference is had to Part IV, where the same will be found in full.

ACCIDENTS.

Accidents, fatal or serious or only slight, coming to the knowledge of the Board through official notice from the railroad company, as required by law, or learned of through the press or otherwise, have been the subject of inquiry by some member of the Board and testimony has generally been taken and submitted for the action of the Board; and, in all cases where it was not apparent that the cause of the accident was through no carelessness or other fault of the railroad company or its agents or employes, an investigation has followed, and the decision of the Board with its reasons for the same have been made public and are hereinafter reported. See Part III.

In all cases required by law, the state's attorney of the County in which the accidents investigated have occurred has been notified and has usually attended.

Upon further experience in the practical working of the law recommended by the Board in 1888,—Act No. 25,—authorizing it to exercise its discretion, after inquiry, whether or not to order a public investigation in accident cases, the Board is confirmed in the views expressed in its last Biennial Report, approving the wisdom of the change in the law.

There is no requirement of law for giving notice to the party injured or to the representatives, family or friends of a person killed in a railroad accident, yet the Board has generally done so in its investigations. The law should require this and the recommendation of the Board for the enactment of such a statute will be found under the head of Recommendations for Legislation elsewhere in Part I of this Report.

The total number of railroad accidents reported, or coming to the knowledge of the Board through any source, for the biennial period from July 1, 1890, to July 1, 1892, tabulated for comparison with the two years previous, is as follows :

	1888-'90.	1890-'92.
Fatal accidents.....	69	63
Accidents not resulting fatally.....	41	76
Total.....	110	139

The same divided into their three leading classes and showing the individual casualties are as follows, viz:

PASSENGERS.		
	1888-'90.	1890-'92.
Killed.....	5	0
Injured.....	14	42
Total.....	19	42

EMPLOYEES.		
	1888-'90.	1890-'92.
Killed.....	33	29
Injured.....	36	53
Total.....	69	82

ALL OTHER CLASSES.		
	1888-'90.	1890-'92.
Killed.....	35	33
Injured.....	19	17
Total.....	54	50

During the last biennial period, in the latter class, 34 accidents to trespassers are included, of which 25 were fatal to 9 injured, while for the corresponding period from 1888 to 1890 ,

39 of this class of accidents were to trespassers, 27 of whom were killed and 12 injured.

During the same time there has been no railroad accident within this State resulting in the loss of the life of any passenger.

In two accidents reported during the last biennial term no one was killed or injured, the same resulting only in damage to property. But in the 139 accidents reported during the same time, it will be noticed that there were 174 individual casualties; and in 1888-90 the individual casualties numbered 142 in 110 separate accidents.

The following tabulation of these accidents presents, more specifically, the various causes and the classes represented by the victims of the same :

ACCIDENTS, JULY 1st, 1890, TO JULY 1st, 1891.

CAUSES OF ACCIDENTS.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Highway crossings.....	--	--	--	--	4	6	4	6
Getting on or off trains or engines in motion.....	--	8	4	4	2	--	6	7
Falling from trains,—engines or cars.....	--	--	3	6	1	--	4	6
Coupling and uncoupling cars.....	--	--	1	11	--	--	1	11
Struck by depot.....	--	--	--	1	--	--	--	1
Falling from bridge.....	--	--	1	--	--	--	1	--
Velocipede hand car struck by train.....	--	--	1	--	--	--	1	--
Rear collision.....	--	--	--	1	--	--	--	1
Striking draw bridge, overhead.....	--	--	1	--	--	--	1	--
Walking or being on the track.....	--	--	3	5	10	2	13	7
Derailment by broken rail.....	--	7	--	--	--	--	--	7
Struck by water tank spout.....	--	--	--	1	--	--	--	1
Derailment, Groton.....	--	--	--	--	--	--	--	--
Breaking apart of train.....	--	--	--	1	--	--	--	1
Falling of embankment.....	--	--	1	--	--	--	1	--
Explosion of fog signal.....	--	--	--	1	--	--	--	1
Bursting of lubricator.....	--	--	--	1	--	--	--	1
Knocked from side ladder on car.....	--	--	--	1	--	--	--	1
Totals.....	0	10	15	33	17	8	32	51

ACCIDENTS, JULY 1st, 1891, TO JULY 1st, 1892.

CAUSES OF ACCIDENTS.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Highway crossings.....	--	3	--	1	2	4	2	4
Getting on or off trains or engines in motion.....	--	--	--	3	1	1	1	5
Falling from trains,—engines or cars.....	--	--	2	3	--	--	2	3
Coupling and uncoupling cars.....	--	--	3	5	--	--	3	5
Struck by bridge.....	--	--	4	--	--	--	4	--
Derailment.....	--	28	1	--	--	--	1	28
Rear collision.....	--	1	--	2	--	--	--	3
Head collision, orders forgotten.....	--	--	--	4	--	--	--	4
Walking or being on track.....	--	--	2	4	10	2	12	6
Stealing ride on cars.....	--	--	--	--	2	1	2	1
Side collision, Swanton.....	--	--	--	--	--	--	--	--
Caught in elevator shafting.....	--	--	1	--	--	--	1	--
Brake-head coming off.....	--	--	1	--	--	--	1	--
Attempting to pass between cars of train.....	--	--	--	--	1	1	1	1
Struck by shafting over side track.....	--	--	--	1	--	--	--	1
Totals.....	0	32	14	20	16	9	30	61

SUMMARY OF ACCIDENTS.

JULY 1, 1890, TO JULY 1, 1891.			JULY 1, 1891, TO JULY 1, 1892.		
Total Casualties.	Fatal.	Ratio Per ct.	Total Casualties.	Fatal.	Ratio Per ct.
All classes.....88	32	39	All classes.....91	30	33
Passengers.....10	0	0	Passengers.....32	0	0
Employes.....48	15	31	Employes.....34	14	41
Other classes...25	17	68	Other classes...25	16	64

SUMMARY OF ACCIDENTS TO TRESPASSERS.

JULY 1, 1890, TO JULY 1, 1891.				JULY 1, 1891, TO JULY 1, 1892.			
Killed.	Injured	Total Killed and Injured.	Per ct. Fatal.	Killed.	Injured.	Total Killed and Injured	Per ct. Fatal.
11	4	15	73½	14	5	19	73½

RAILROAD CONSTRUCTION.

In the two years covered by this Report there were constructed additional miles of railroad in the State as follows:

The Coös Valley Railroad, constructed by and leased to the Maine Central Railroad Company, from State line in Brunswick to State line in Guildhall, in the County of Essex, being 12.25 miles of main line, and 1.57 miles of sidings;

The Pittsford and Rutland Railroad—operated by the Clarendon and Pittsford Railroad Company,—from Center Rutland to connect with the Bennington and Rutland Railway at Rutland, 1.78 miles;

The Fair Ground Railroad, from its connection with the Woodstock Railway to the fair grounds of the Connecticut

River Valley Association, .71 mile of main line and .29 mile of sidings ;

The Montpelier and Wells River Railroad double track, from Montpelier to Barre Junction, 1.50 mile ;

Deerfield Valley Railroad,—consolidated since with the Hoosac Tunnel and Wilmington Railroad,—from Readsboro to Wilmington, 13 miles of main line, and 1 mile of sidings ;

And the Bristol Railroad from New Haven Junction, on the Central Vermont Railroad, to Bristol, 6.26 miles of main line and .56 mile of sidings. Also, additional pieces of side track on various lines.

MILEAGE OF RAILROADS.

The total mileage of railroads within this State, as returned to the Board by the corporations owning or operating them, at date of June 30, 1892, is, 988.325 miles of main line, including 10.19 miles of double track and 229.37 miles of sidings and spur track, showing an increase in the last biennial period of 35.99 miles of main line, 1.5 mile of double track and 49.34 miles of sidings and spur track.

The following table presents the details upon which the foregoing summary of the mileage is based:

RAILROADS.		Main Line and Branches in Vt.	Sidings etc., in Vt.
Boston and Maine System.	Barre.....	9.26	10.74
	Bennington and Glastenbury.....	8.97	1.00
	Bennington and Rutland.....	58.91	8.50
	Connecticut and Passumpsic Rivers, St. Johnsbury and Lake Champlain, (including Victory, and Hardwick Branches, 11.1+1.50,).....	110.30	32.65
	Bristol.....	132.60	17.90
Canadian Pacific System.	Newport and Richford.....	6.26	.56
	Newport and Richford.....	21.00	6.00
Central Vermont System.	Addison.....	15.60	1.50
	Brattleboro and Whitehall.....	36.00	2.70
	Burlington and Lamoille.....	26.00	2.00
	Central Vermont.....	178.80	62.70
	Missisquoi Valley.....	28.00	3.60
	Montpelier and White River.....	13.50	4.25
	New London Northern.....	10.00	7.50
Connecticut River System.	Rutland.....	119.70	28.00
	Clarendon and Pittsford, including Pittsford and Rutland, 1.78 mile.....	11.78	3.05
	Ashuelot.....	.71	.30
	Vermont Valley (including 2.50 miles double track).....	26.50	2.06
Delaware and Hudson System.	Rensselaer and Saratoga.....	36.65	13.98
	Fair Ground.....	.71	.29
Grand Trunk System.	Fitchburg, double track, 6.49+6.19 miles.....	12.68	2.18
	Atlantic and St. Lawrence.....	0.62	4.93
	Hoosac Tunnel and Wilmington, in- cluding Branch, .75 mile.....	16.50	2.00
Maine Central System.	Lebanon Springs.....	5.925	.85
	Upper Coös and Coös Valley.....	13.85	1.86
	Montpelier and Wells River, includ- ing 1.50 double track and Barre Branch, 3.80+1 mile siding.....	43.50	7.50
	Woodstock.....	14.00	.79
		988.325	229.37

ANNUAL CORPORATION RETURNS.

Eighteen different companies have made returns each year according to the prescribed forms.

The tabulated deductions prepared by the Board for the presentation of the most important summaries for the use of the Legislature may be found elsewhere in Part I of this Report. With some of these roads it is not found practicable to separate in their returns the business done by them in other States and Canada, where their lines extend, from that portion of the same extending into or through this State; hence the data in some particulars is less valuable for local relation than it would be if the lines lay wholly within this State.

Again, the incompleteness of these tables is caused in a measure by reason of the fact that the several corporations do not all follow the same system and method of keeping their railroad accounts.

This imperfection is now in process of being corrected through the action of the Interstate Commerce Commission and Federal legislation for the institution of a more complete uniformity in railroad laws and methods of railroad accounting and returns to the Interstate and the State Railroad commissioners.

It has been deemed by the Board of this State and others that any specific method of keeping railroad accounts and making annual returns not in harmony with the requirements of the law, or the recommendations of the Boards of other States through which a railroad passes would be impracticable to comply with, and would tend to a confusion of their reliability, and hence efforts have been directed by the various State Boards, acting with and through the Interstate Board, to have all variety and confusion in the statistics tabulated from the returns of railroad companies eliminated by the action of Congress in establishing a uniform method of keep-

ing railroad accounts and making returns, so far, at least, as this may be attained through appropriate legislation of that body.

DIVIDENDS.

From the annual returns but seven railroad companies appear to have paid dividends during the fiscal years 1891 and 1892, as follows, viz.: The Atlantic and St. Lawrence Railroad Company, under lease to the Grand Trunk Railway Company, a dividend of 6% in both years; Bennington and Rutland Railway Company, 1% in 1891; Fitchburg Railroad Company, 3½% in 1891 and 4% in 1892; New London Northern, under lease to the Central Vermont Railroad Company, 7% in 1891 and 7% and 8% in 1892; Maine Central Railroad Company, 6% both in 1891 and 1892; Vermont Valley Railroad Company, 6% in both years; and the Woodstock Railway Company, 1% in 1892.

As to the leased railroads in the State, the Boston and Maine Railroad guarantees 5% on the stock of the Connecticut and Passumpsic Rivers Railroad for 10 years from 1887, and 6% for 89 years thereafter; The Central Vermont Railroad Company pays a yearly rental of 4% on the stock of the Missisquoi Valley Railroad, and 5% on the stock of the Burlington and Lamoille Valley Railroad, for these roads and \$345,000.00 for the Rutland Railroad. Under the terms of their respective leases, the Addison Railroad Company receives 7% on its cost, and the Brattleboro and Whitehall \$12,000 yearly. The Delaware and Hudson Canal Company guarantees 8% in perpetuity on the capital stock of the Rensselaer and Saratoga Railroad Company for its road.

CAPITAL STOCK, BONDS OUTSTANDING, CURRENT LIABILITIES, AND COST OF ROAD AND EQUIPMENT.

The following table shows the capital stock, bonds outstanding, current liabilities, and cost of road and equipment for the several railroads named, for 1892:

1892.

RAILROADS.	Capital Stock.	Bonds Outstanding.	Current Liabilities.	Cost of Road and Equipment.
Atlantic and St. Lawrence, (leased to Grand Trunk Railway Company).....	\$5,484,000	\$ 3,000,000	*	\$8,484,000
Barre.....	75,033		\$ 188,510	265,672
Bennington and Rutland.....	1,000,000	475,000	7,445	1,475,000
Bristol.....	100,000	100,000		200,000
Central Vermont.....	1,000,000	7,000,000		1,803,852
Clarendon and Pittsford.....	60,000		147,071	180,191
Connecticut and Passumpsic Rivers, (leased to Boston and Maine Railroad).....	2,500,000	1,500,000	3,459	3,516,525
Fair Ground.....	4,900	3,000		1,386
Fitchburg.....	7,000,000			
	Common			
	16,497,600	20,821,000	1,777,081	41,557,742
	Preferred			
	210,000			
Hoosac Tunnel and Wilmington.....			204,714	408,246
Lebanon Springs.....		2,000,000	12,719	
Maine Central proper.....	4,487,100	11,597,500	896,271	13,898,845
Montpelier and Wells River.....	800,000		6,576	800,000
New London Northern, (leased to Central Vermont Railroad Company).....	1,500,000	1,500,000	40,553	3,201,757
Newport and Richford (operated by Canadian Pacific Railway Company).....	350,000	350,000	†	700,000
Rensselaer and Saratoga, (leased to Delaware and Hudson Canal Company).....				
St. Johnsbury and Lake Champlain.....	9,480,000	2,000,000	‡	11,538,648
Upper Coös, (leased to Maine Central Railr'd Company).....	3,848,500	641,000	1,316,929	4,474,035
Vermont Valley.....	850,000	697,000		1,032,629
Woodstock.....	1,000,000	800,000	101,898	1,082,787
	250,000		4,100	267,825

* Assumed by Grand Trunk Railway Company.

† Assumed by South Eastern Railway Company.

‡ Assumed by Delaware & Hudson Canal Company.

1892.

RAILROADS.	Gross Earnings from Operation.	Operating Expenses.	Income from Operation.	Income from Other Sources.	Deductions from Income, Interest, Taxes, Rentals, &c.	Net Income.	Deficit.
Atlantic and St. Lawrence, (leased to G. T. R'y Co.)	\$1,169,197 63	\$854,810 11	\$314,387 52	\$	\$555,231 73	\$	\$240,844 21
Barre	34,043 13	20,008 83	14,034 30	339 97	12,632 83	1,751 44	
Bennington and Rutland	263,771 45	199,435 05	64,336 40		39,894 28	24,442 12	
Bristol							
Central Vermont	3,093,636 33	2,189,162 18	904,474 15	14,300 00	918,826 12		151 97
Clarendon and Pittsford	46,415 88	40,554 16	5,861 72		9,924 67		4,062 95
Connecticut and Passumpsic Rivers (leased to Boston and Maine Railroad.)	985,317 54	767,431 52	227,886 02	11,985 20	20,453 55	319,417 67	
Fair Ground	1,129 55	433 86	689 69			689 69	
Fitchburg	7,346,086 80	5,112,697 11	2,233,389 69	2,718 00	1,449,125 04	786,982 65	
Hoosac Tunnel and Will't'n	31,268 72	21,560 61	9,708 11	757 98	8,246 85	2,219 74	
Lebanon Springs	60,910 69	70,103 01	*9,192 32	570 26	1,078 59		9,700 65
Maine Central proper	4,632,031 78	2,846,835 80	1,785,195 98	27,256 06	1,364,416 57	448,035 47	
Montpelier and Wells River	135,030 99	132,310 24	2,810 75		8,419 72		608 98
New London Northern, (leased to C. V. R. R. Co.)		Kept by	Central	Vermont	Railroad	Company,	Lessee.
Newport and Richford (operated by C.P. R'y Co.)	91,359 11	85,837 64	5,521 47		20,372 20		14,850 55
Rensselaer and Saratoga (leased to Delaware and Hudson Canal Company)	2,563,732 15	1,646,733 95	916,999 20	9,545 00	1,113,754 98		187,210 78
St. Johnsbury and Lake Champlain	391,468 04	404,979 04	13,511 00	*1,861 21	47,712 20		63,084 41
Vermont Valley	196,297 90	130,996 69	65,301 21	44,786 68	50,019 43	60,068 46	
Woodstock	26,493 52	16,810 55	9,682 97				

*Deficit.

The preceding table presents the operation earnings and expense, income, etc., of the roads making returns to the Board for the year 1892.

PASSENGER REVENUE AND FARES.

The total number of passengers carried upon all the railroads in the State by the returns received for the year 1891, is 13,464,103 ; for 1892, 14,838,709.

The total passenger revenue for 1891, is \$6,460,712.82 ; for 1892, is \$6,939,232.64.

The average receipts per passenger per mile is, for 1891, 2.933 cents; for 1892, 2.742 cents. The average estimated cost of carrying each passenger per mile is, for 1891, 2.290 cents ; for 1892, 2.205 cents.

The following tables show the number of passengers carried, total passenger revenue, average amount received from each passenger per mile and the estimated cost of transporting each per mile, for the several railroad companies named, which have made returns for the years 1891 and 1892 :

1891.

RAILROADS.

	Number of Passengers Carried.	Total Passenger Revenue.	Average Receipts per Pas- senger per Mile.	Estimated Cost of Car- rying each Passenger per Mile.
Atlantic and St. Lawrence, (leased to Grand Trunk Railway Company),			Cents.	Cents.
Barre	\$ 365,553	\$ 297,622 43	2.590	2.680
Bennington and Rutland	12,912	2,532 35	5.000	
Central Vermont	188,851	102,418 44	2.632	
	1,326,293	904,885 16	2.200	1.900
Clarendon and Pittsford	None carried for revenue.			
Connecticut and Passumpsic Rivers, (leased to Boston and Maine Railroad)	366,339	342,533 85	2.154	1.789
Fair Ground	No acct. kept.			
Fitchburg	6,719,206	1,940,176 89	1.870	1.498
Hoosac Tunnel and Wilmington	10,273	4,193 56	4.329	3.924
Lebanon Springs	No report.			
Maine Central	1,943,351	1,810,943 85	2.384	1.782
Montpelier and Wells River	86,715	48,126 98	3.313	
Rensselaer and Saratoga, (leased to Delaware and Hud- son Canal Company)	2,165,635	841,450 87	2.404	1.755
St. Johnsbury and Lake Champlain	141,117	75,487 67	2.585	3.859
Vermont Valley	119,632	79,811 53	3.153	2.313
Woodstock	18,226	10,529 24	3.500	1.397

RAILROADS.	Number of Passengers Carried.	Total Passenger Revenue.	Average Receipts per Passenger per Mile.	Estimated Cost of Carrying each Passenger per Mile.
Atlantic and St. Lawrence, (leased to Grand Trunk Railway Company).....	358,388	\$298,955.91	Cents. 2.550	Cents. -----
Barre.....	12,100	2,722.05	5.635	-----
Bennington and Rutland.....	233,829	122,315.59	2.423	-----
Bristol.....	Not given.	-----	-----	-----
Central Vermont.....	1,497,232	944,393.89	2.100	1.700
Clarendon and Pittsford.....	None carried for revenue.	-----	-----	-----
Connecticut and Passumpsic Rivers, (leased to Boston and Maine Railroad).....	409,125	346,051.98	2.067	1.721
Fair Ground.....	No account kept.	-----	-----	-----
Fitchburg.....	7,342,031	2,104,154.15	1.920	1.438
Hoosac Tunnel and Wilmington.....	25,616	8,807.84	3.312	2.068
Lebanon Springs.....	65,150	20,339.49	3.000	3.728
Maine Central.....	2,088,573	1,953,779.05	2.370	1.665
Montpelier and Wells River.....	167,342	53,634.14	2.492	2.703
Newport and Richford, (operated by Canadian Pacific Railway Company).....	95,500	26,574.50	1.577	2.093
Rensselaer and Saratoga, (leased to Delaware and Hudson Canal Company).....	2,349,419	883,701.95	2.368	1.796
St. Johnsbury and Lake Champlain.....	150,976	74,734.34	2.421	3.692
Vermont Valley.....	126,209	88,352.30	2.230	2.343
Woodstock.....	17,219	10,715.46	3.681	1.507

FREIGHT REVENUE AND RATES.

The number of tons of freight carried by the railroads of this State, according to reports made to the Board, for the year 1891, is 13,784,864; for 1892, is 15,341,947 $\frac{1}{4}$.

The total freight revenue for the same is, for 1891, \$12,144,312.84; for 1892, \$12,078,472 57.

The average receipts per ton per mile for transporting the same is, for 1891, 3.252 cents; for 1892, 3.046 cents.

The average estimated cost of carrying the same per ton per mile is, for 1891, 1.820 cents; and for the year 1892, is 2.742 cents.

It will be noted, upon examination of the tables, that the abnormal variance in the respective items, when compared, is due to the fact that the same railroad companies have not reported the same data fully each year.

The following tables exhibit the number of tons of freight carried by the respective roads which made returns, the total freight revenue, the average amount received for carrying each ton per mile and the estimated cost of carrying each ton of freight per mile, for the years 1891 and 1892, respectively:

1891.

RAILROADS.	Number of Tons Freight Carried.	Total Freight Revenue.	Average Receipts per Ton per Mile.	Estimated Cost of Carry- ing Freight per Ton per Mile.
			Cents.	Cents.
Atlantic and St. Lawrence, (leased to Grand Trunk Railway Company)	897,999	\$ 797,345 91	0.790	0.560
Barre	91,744	33,996 01	4.001	-----
Bennington and Rutland	158,657	111,274 07	1.970	-----
Central Vermont	2,527,227	1,898,154 76	0.790	0.580
Clarendon and Pittsford	64,146	21,795 46	7.300	4.400
Connecticut and Passumpsic Rivers, (leased to Boston and Maine Railroad)	785,364	578,224 88	0.946	0.823
Fitchburg	4,215,024	4,330,784 44	1.004	0.769
Hoosac Tunnel and Wilmington	16,219	17,291 63	11.222	7.404
Lebanon Springs	No report.	-----	-----	-----
Maine Central	1,741,519	2,294,797 62	1.800	1.119
Montpelier and Wells River	76,1664	75,404 79	3.245	-----
Newport and Richford, (operated by Canadian Pacific Railway Company)	No report.	-----	-----	-----
Rensselaer and Saratoga, (leased to Delaware and Hud- son Canal Company)	2,343,091	1,572,780 51	1.340	0.891
St. Johnsbury and Lake Champlain	411,690	298,225 98	1.165	1.051
Vermont Valley	443,193	99,377 83	0.955	0.600
Woodstock	12,825	14,859 45	9.000	-----

1892.

RAILROADS.	Number of Tons Freight Carried.	Total Freight Revenue.	Average Receipts per Ton per Mile.	Estimated Cost of Carrying Freight per Ton per Mile.
Atlantic and St. Lawrence, (leased to Grand Trunk Railway Company)-----	891,350	-----	0.830	-----
Barre -----	72,290	\$31,331.08	10.832	6.235
Bennington and Rutland -----	186,919	126,315.64	1.752	-----
Central Vermont -----	2,892,580	2,127,988.16	0.760	0.530
Clarendon and Pittsford -----	97,332	42,815.88	0.978	-----
Connecticut and Passumpsic Rivers, (leased to Boston and Maine Railroad)-----	913,678	598,514.47	0.819	0.656
Fitchburg -----	4,570,377	4,591,008.22	0.925	0.712
Hoosac Tunnel and Wilmington -----	17,265†	20,945.05	10.548	8.088
Lebanon Springs -----	40,697	35,300.56	2.819	3.746
Maine Central -----	1,880,111	2,426,378.16	1.500	0.963
Montpelier and Wells River -----	77,262	74,563.15	3.113	3.091
Newport and Richford, (operated by Canadian Pacific Railway Company)-----	464,329	60,426.76	0.640	0.545
Rensselaer and Saratoga, (leased to Delaware and Hudson Canal Company)-----	2,342,078	1,528,771.56	1.394	0.891
St. Johnsbury and Lake Champlain -----	444,581	301,675.94	1.080	1.042
Vermont Valley -----	438,971	98,035.96	0.951	0.649
Woodstock -----	12,128	14,341.98	2.807	3.494

DAILY WAGES OF EMPLOYES.

The following tables exhibit the daily compensation paid by the railroad companies named therein (being all which have complied with the forms furnished for making returns to the Board) to their employes for the years 1891 and 1892, with a statement of the average daily wages paid each class at the bottom of the tables :

1891.

For the year ending June 30th,
1891.

RAILROAD COMPANIES.

	General Office Clerks	Station Agents	Other Sta- tion men.	Enginemen.	Firemen.	Conductors.	Other Trainmen.	Machinists.	Carpenters.	Other Shopmen.	Section Foremen.	Other Trackmen.	Switchmen and Watchmen.	Telegraph Operators.	Employees & Laborers.
Atlantic and St. Lawrence, (leased to Grand Trunk Railway Company).....	Not re- ported	2 34	2 34	1 50	2 21	1 50	1 50	1 50	1 50	1 50	1 84	1 50	1 33	---	---
Barre	0 58	---	---	---	---	---	---	---	1 50	1 50	1 84	1 50	1 33	---	---
Bennington and Rutland	1 28	1 26	1 44	3 24	1 64	3 04	1 60	1 35	2 10	1 60	1 53	1 30	1 34	1 73	1 25
Central Vermont	2 01	1 57	1 05	2 54	1 43	2 07	1 34	1 91	1 32	1 38	1 55	0 85	1 09	1 33	1 30
Clarendon and Pittsford	0 25	---	---	2 75	1 50	---	---	---	---	---	1 40	1 23	1 27	---	---
Connecticut and Passumpsic Rivers,— (leased to Boston and Maine Railroad) ..	---	1 33	1 44	2 64	1 63	2 20	1 61	2 11	1 80	1 55	1 68	1 15	1 30	1 55	1 52
Fitchburg	2 02	1 86	1 86	3 45	2 09	2 70	1 88	2 19	2 11	1 72	2 31	1 43	1 45	1 72	1 80
Hoosac Tunnel and Wilmington	No re- port.	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Lebanon Springs	No re- port.	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Maine Central	2 07	1 79	1 39	3 06	1 97	2 75	1 65	2 24	1 75	1 54	1 75	1 31	1 48	1 79	1 70
Montpelier and Wells River	2 15	1 31	1 40	2 17	1 33	2 10	1 16	---	2 05	1 92	1 50	1 39	1 29	---	---
Newport and Richford, (operated by Canadian Pacific Railway Company)	Not re- ported	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Rensselaer and Saratoga, (leased to Dela- ware and Hudson Canal Company)	1 84	2 13	1 52	3 86	2 23	2 82	1 87	1 99	2 02	1 59	1 78	1 10	1 50	2 37	1 50
St. Johnsbury and Lake Champlain	1 22	1 30	1 06	2 68	1 60	2 10	1 53	1 96	1 75	1 25	1 59	1 21	1 00	1 03	---
Vermont Valley	Not Re- ported.	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Woodstock	1 31	---	---	2 51	1 66	2 04	1 46	---	---	---	1 55	1 26	---	---	---
Average compensation of all roads	1 49	1 54	1 40	2 84	1 69	2 40	1 56	1 96	1 82	1 51	1 68	1 24	1 31	1 65	1 51

1892.

For the year ending June 30th,
1892.

RAILROAD COMPANIES.

	General Office Clerks.	Station Agents.	Other Station men.	Enginemen.	Firemen.	Conductors.	Other Trainmen.	Mechanists.	Carpenters.	Other Shopmen.	Section Foremen.	Other Trackmen.	Switchmen and Watchmen.	Telegraph Operators.	Employees and Laborers.
Atlantic and St. Lawrence, (leased to Grand Trunk Railway Company)															
Barre	Not re- ported	38	2.25	1.50	2.00	1.50	2.00	1.50	2.00	1.50	1.75	1.50	1.50	1.50	1.50
Bennington and Rutland	1.26	1.26	1.34	1.63	2.88	1.63	1.63	1.63	2.06	1.53	1.55	1.30	1.1	1.82	1.25
Central Vermont	2.03	1.31	1.50	2.47	1.31	1.97	1.43	1.64	1.41	1.75	1.25	1.21	1.37	1.81	0.76
Clarendon and Pittsford	1.28		.88	2.11	1.06	1.57	1.26		1.28		1.60	1.00			
Connecticut and Passumpsic Rivers, (leased to Boston and Maine Railroad)	3.72	1.36	1.38	2.67	1.58	2.31	1.55	2.20	1.80	1.61	1.65	1.15	1.20	1.58	1.48
Fitchburg	1.95	1.84	1.83	3.45	1.19	2.74	1.91	2.33	2.22	1.99	3.32	1.45	1.42	1.74	1.78
Hoosac Tunnel and Wilmington	1.78	1.85	1.72	1.79	1.29	1.51	1.50	2.04	1.71	1.70	1.69	1.27	1.28		
Lebanon Springs	1.98	1.25		2.65	1.72	2.44	1.66	2.07	2.14	1.37	1.55	1.10	1.19	0.45	
Maine Central	2.35	1.97	1.51	3.00	1.93	2.91	1.79	2.05	1.86	1.66	1.72	1.33	1.24	1.66	1.64
Montpelier and Wells River	2.22	1.35	1.49	2.22	1.43	2.19	1.67	2.56	2.05	1.50	1.50	1.49	1.29		
Newport and Richford, (operated by Canadian Pacific Railway Company)	Not re- ported														
Rensselaer and Saratoga, (leased to Delaware and Hudson Canal Company)	1.80	2.16	1.40	3.86	2.19	3.02	1.77	1.99	1.89	1.57	1.75	1.14	1.56	2.48	1.41
St. Johnsbury and Lake Champlain	1.22	1.28	1.00	2.62	1.80	2.07	1.51	1.93	1.75	1.26	1.55	1.20	1.00	1.20	
Vermont Valley	Not re- ported														
Woodstock	1.27		2.54	1.67	2.04	1.47					1.55	1.12			
Average compensation of all roads	1.83	1.54	1.41	2.68	1.56	2.28	1.51	2.04	1.83	1.63	1.65	1.24	1.21	1.59	1.40

PHYSICAL CONDITION OF ROADS.

The detailed statement of the physical condition of the several railroads of the State will be found under the head of Sketches and Inspections in Part II of this Report.

The annual inspections, as required by law, were made in the months of June, July, August or September in each year.

As a whole there has been marked improvement in the general physical condition of most of the railroads of the State and especially is this true of the roads of the largest business. Such trunk lines as the Central Vermont, including its Rutland Division; the Boston and Maine, especially the St. Johnsbury and Lake Champlain Railroad of its system; the Canadian Pacific and the Delaware and Hudson, show a degree of betterment in the last few years in roadbed, bridges, station houses, locomotive power and equipment, which is rapidly placing them in the front rank of New England railroads.

This general tendency for the improvement of these conditions is more marked on the roads of larger traffic than on the smaller roads.

In a few instances the Board has been called upon to cause inspections of roads or bridge structures with a special view to ascertain their safety for public travel, and such cases present difficulties which are not easy to meet and cannot be readily overcome.

As a general proposition, the interests and reputation of the company itself are an adequate incentive for the insurance of all the requirements of the safety and convenience of the public with which only the Board is concerned, in this respect.

But the Board has found and still finds cases where the financial poverty of the companies is such that they are abso-

lutely wanting in the pecuniary ability to make the outlays upon their roadbed, bridges, rolling stock and other equipment requisite to raise them to a first-class or seemingly necessary condition, and in some cases the enforcement of a recommendation adequate to remove the public peril, would impoverish and probably bankrupt such roads.

Notwithstanding their imperfect state, they are obliged to continue to discharge, imperfectly and with a degree more or less fraught with danger to the public travel and the corporate property, the duty incident to public demands which the law and their charter impose upon them.

The revenue sometimes is not, or is barely, sufficient to pay the necessary operating expenses with no margin whatever for permanent repairs, such as properly ballasting the road, renewing ties, rebuilding bridges or replacing the inferior and worn out rails with new.

In such cases it is not always clear what course a due regard to the public safety and convenience demands at the hands of the Board of Railroad Commissioners.

All the inhabitants along such lines prefer such imperfect service as they have, to none at all, and, while the danger to the public travel over this class of roads is increased by their imperfect condition, it is to be considered in connection with the fact that the travel is light and the trains infrequent.

A careful regulation of the speed of trains and the weight of locomotives used, and the watchfulness of the road-masters and section foremen appear to be, in such cases, the only feasible methods open to the company, or to the Board, in the interests of the public, to insure safety upon these lines.

The Board has, as a rule, found the regulations of the railroad company for the direction of the trainmen and other employes upon these imperfect lines, conservative and careful in the direction of safety to life as well as to property. But a small

per cent. of the roads in this State are in a condition to come within the scope of these criticisms.

DEPOTS AND BRIDGES.

In the renewals and rebuilding of bridges and station houses on the main lines of the State the Board is able again to report that a steady and reasonable progression has continued since the report to the same effect two years ago.

The new depots constructed and several of those which have been built over have been of the modern and standard pattern, with broad roof coverings for the platforms, high and airy waiting rooms, commodious furnishings and, above all, most of them are provided with good drainage and neat and well furnished closets.

These betterments have come and are still coming gradually, first at the points of larger traffic and lastly at those of less. In a few instances complaints have been made and hearings had and recommendations for rebuilding or for repairs have followed and been complied with, or are now being carried out, by the company.

Upon one line of road over \$200,000 have been invested in the permanent improvement of its roadbed and bridges during the last two years.

In the matter of bridge structures, since the enactment of the law authorizing and directing the annual inspection of the railroads, with experts if deemed advisable, a large amount of work has been done and a large amount of money expended by the railroad companies in bettering the condition of their bridges. Indeed, in respect to this kind of permanent improvement it has surpassed all others, as it should in the interest of the public safety. The bridges of first construction on all the early built lines have almost wholly disappeared. These

structures were found "horsed up" to a considerable extent by wooden piers, the same being sometimes roped to the cross beams and chords for securing them in place and always the object of daily watchfulness on the part of the sectionmen, it being well understood that their displacement would imperil the heavier trains and machinery which modern traffic has necessitated and which these frail bridges were not made to sustain.

Many of these light-constructed bridges of years ago have been replaced by iron structures of standard types, others by heavy and high, wooden, double pin lattice, four and five chord bridges and by the standard Howe truss. The light bridge of forty years standing has now become rare, if, indeed, any remain, and all of those of recent construction have been materially re-inforced, more heavily rodded, arched or otherwise strengthened to meet the increased weight of the traffic of the present day.

There are yet several bridges in daily use in the State which are not only deemed structurally inadequate to a fair factor of safety for the strain they are called upon to bear, but which are not believed to be safe for certain service which they are occasionally subjected to. Such have been noted at the inspections by the Board and attention is called to them, with recommendations of change, in the detailed Inspection Reports.

In its annual inspection for the last two years the Board has been accompanied by Chas. H. Clark, Esq., for many years the Master Bridge Mechanic of the Central Vermont Railroad Company, but who retired from active service of bridge engineering some years ago. In the practical knowledge of Mr. Clark in all that pertains to this most important branch of inspection work, the Board has found a most valuable expert to examine, advise and assist it in getting at the true condition and needs of the bridge system of the railroads of the State.

FROG, SWITCH AND GUARD RAIL BLOCKING.

Act No. 22 of the laws of 1888, directing the blocking of frogs, switches and guard rails for the prevention of accidents has been found to be a requirement of great practical value for the purpose for which it was recommended and enacted. The railroad companies only reported compliance with the same, and upon the annual inspections the reports were generally confirmed, although in some instances there appeared to have been a lack of watchfulness in keeping the same properly renewed and in place.

There has been no case of accident from the foot of a railroad employe being caught between the rails, reported or known to the Board, since the adoption of this safety device.

AUTOMATIC FREIGHT TRAIN COUPLERS AND AIR BRAKES.

In the last Biennial Report the Board discussed these two subjects at length and presented an outline of the effort being made for the introduction of these improved appliances to supersede the dangerous link and pin coupling and hand brake. The suggestions there made may be found on pages 27 to 32 inclusive, of Vol. II. To review these subjects would be largely a repetition and the Board would now only add that the action so taken by the State and Interstate Boards of Railroad Commissioners at the Washington conferences is sure to bring the desired result in time. It cannot come, however, by a sudden legislative enactment. Already a bill has passed the House of Representatives in Congress and is now pending in the Senate, and other bills are also on the calendar of the House, pointing to this end.

This legislation, of course, bears only upon interstate commerce directly.

The bill which has already passed the House provides, substantially, that it shall not be lawful after January 1, 1895, for

any railroad engaged in interstate commerce to operate engines or cars on its freight trains without automatic appliances for the control of such trains from the engine; without the use of the hand brake; also, providing for the abolishment of the link and pin coupler within a time limited. Other pending bills point to the same substantial results.

From these efforts at legislation the Board believes that results will be soon reached which will meet the demands of the public for the introduction of these safety devices in interstate commerce.

When that comes the way is open and easy for extending its introduction so as to embrace all purely State traffic in its scope without any serious expense or inconvenience to the corporations, while it would be impracticable to attempt its introduction through local or State legislation which could not extend to interstate traffic.

HEATING, LIGHTING AND VENTILATION.

The subject of the introduction of locomotive steam heat for the warming of railway coaches has been repeatedly presented and urged upon the railroad companies of the State.

When the Hartford accident occurred, February 5th, 1887, the only methods of passenger train heating in use in Vermont, with the exception of on the Connecticut River Railroad, which had already adopted the locomotive steam principle, was the car stove in its various forms.

The fatal effects of this method of heating passenger cars was conclusively shown in that accident and was commented upon in the report of the investigation of the same by the Board, and the necessity of an early introduction of the locomotive steam method of heating was urged and insisted upon in the first Biennial Report of the Board, on pages 28 to 41.

Special care was taken in this first Report of the Board to notify the railroad companies of the State that methods of passenger train heating safer than such as the car stove provided must be sought out and tested.

The method by the use of locomotive steam at low pressure was recommended as the safest and the one most likely to become the standard, and all were cautioned to prepare for its early introduction into their train service after proper experiment with the various methods for getting the best.

These suggestions were followed by the leading railroad companies of the State which began to make experiments and test the several methods of heating passenger cars by steam.

The plain and cheap auxiliary, the common stove, ready for use when the steam heat fails and the train is stalled; the trained attention to their duties on the part of the conductor and trainmen in the regulation of the valves and the ventilation; the expense, demonstrated to be the least of any method yet known; and the danger from scalding, being shown by careful tests to be only theoretical,—have all combined to cause the old stock objections of the danger of freezing in stalled trains, of the impossibility of attaining an equable temperature, of the great and disproportionate cost and of the danger from scalding in case of a break in the pipes, which have wholly disappeared in the light of experiment and experience, to be waived by their early advocates and locomotive steam heating of all standard passenger trains in cold weather has come to stay, and its universal adoption for all trains upon which passengers are carried is sure to result.

Legislation was recommended and enacted in 1888, and the same subject was discussed further in the Second Biennial Report of the Board in 1890.

These efforts, coupled with the plain economic business interests of the corporations themselves in the same direction,

have resulted in a revolution now almost complete in the safer and more comfortable methods of warming railway coaches. The following statistics will show the stages of progress attained :

1887-1889.

At the time of the Hartford accident, February 5th, 1887, the Connecticut River Railroad Company, operating the Vermont Valley Railroad,—Brattleboro to Bellows Falls—was the only railroad company running passenger trains in this State, heated by locomotive steam, the system used by this company being the Emerson which has since been retained and which has given entire satisfaction.

The following winter the St. Johnsbury and Lake Champlain Railroad Company ran one principal passenger train each way on its road, the system used being a special one devised by M. L. Babb, Master of Machinery, on the Portland and Ogdensburg Railroad, Portland, Me.

In the winter of 1889-90 most of the railroad companies of the State experimented with the various systems of locomotive steam heating, preparatory to adopting what seemed the most feasible, since which time there has been good progress in this line, as the following tabulated statements show :—

1890.

RAILROADS.	Locomotives fitted for Steam heating.	Not so fitted.	Passenger, mail and baggage cars so fitted.	Not so fitted.	Passenger cars with auxiliary heaters retained.	For hot air heaters.	For hot water heaters.	Wood stoves.	Coal stoves.
Barre.....	9	3	all	5	all	..	..	..	4
Bennington and Rutland.....	..	..	..	..	..	..	..	..	9
Brattleboro and Whitehall.....	..	2	..	4	..	..	..	..	..
Central Vermont.....	34	4	89	63	39	..	..	35	7
Connecticut and Passumpsic Rivers.....	9	5	13	33	1	..	..	16	1
Delaware and Hudson Canal Co.....	72	..	125	..	89	23	66	..	..
Fitchburg.....	90	2	212	..	172	..	..	..	all
New London Northern.....	10	..	19	6	17	..	..	17	..
South Eastern (Canadian Pacific).....	..	..	..	..	..	..	all	..	..
St. Johnsbury and Lake Champlain.....	4	6	3	6	..	..	..	3	3
Upper Coös (Maine Central).....	60	..	127	41	107	..	11	..	30
Vermont Valley.....	18	..	55	..	23	9	..	17	2
Woodstock.....	..	1	..	2	..	..	..	..	2

RAILROADS.	Fitted for St'm Heat'g		Not Fitted for Steam Heat'g.		When were they equipped for steam heat'g?	System or systems in use.	Interchange- able with system on through con- necting roads?	What system is the most satis- factory?
	Passen- ger loco- motives.	Passen- ger cars.	Passen- ger loco- motives.	Passen- ger cars.				
Atlantic & St. Lawrence, —leased to G. T. R'y Co. }	6	62			1888-92.	Martin, Sewall, Morton & N. Y. safety & McElroy	Yes	"Not as yet de- cided."
Barre*-----	0	0	All					
Bennington and Rutland	11	17	0	0	Since Dec., 1888.	Leland,—Baker heater circulating pipes and Sewall.		"Sewall coupler."
Bristol-----	0	0	1	1				
Central Vermont—Inclu. all its lines in Vermont }	70	63	0	7	During past 5 years.	"Direct steam."	Yes	"Direct steam with Sew'l c'pler."
Clarendon and Pittsford* Conn. & Pass. Rivers,— leased to B. & M. R. R. }	0	0		1				
leased to B. & M. R. R. }	15	27	0	14	1890 to 1892.	Sewall system.	Yes	"Sewall."
Fair Ground†-----								
Fitchburg-----	99	243	8	12 summer	Cars, between 1887-91	Consolidated Car Heat- ing Co's.	Yes	"Consolidated Car Heating Co.'s."
Hoosac T. & Wilmington†	0	0		All.	Engines, " 1888-89			
Lebanon Springs-----	2	0	2	6				
Maine Central-----	82	123	0	3	Commenced 6 year ago	Con. Car Heating Co.	Yes	"Con. car h't'g Co."
Montpelier & Wells River	4	4			Two in 1891; bal. in '92	Com. d'r'c't and heat'r	Yes	"Used no other"
Rensselaer & Saratoga,— leased to D. & H. C. Co. }	89	120		Summer	Previous to January 1st, 1892.	Consolidated Car Heat- ing Co.	Yes	"Their Comming- ler system."
South Eastern,—leased to Canadian Pacific R'y Co. }	6	18	0	3	Fall of 1891.	"Commingler."	Yes	
St. Johnsb'y & Lake Ch'p'n	3	3	0	0	1890 to 1892.	Sewall.	Yes	"Sewall."
Vermont Valley-----	12	2	0	0	As early as 1885.	Emerson.	Yes	"Emerson."
Woodstock†-----	0	0	All	All.				

*Freight road.

†No trains run in winter.

‡Runs mixed trains largely.

In the matter of lighting passenger coaches the Board has no new conditions or recommendations to submit. The method by electricity, in any of its present economic conditions, is yet too expensive to warrant an introduction by legislative compulsion upon the railroads of this State. It has thus far been introduced upon such roads as can afford it rather as a luxury than as a necessity.

CONSOLIDATIONS.

As touching upon the important subjects of Railroad Consolidations and the Interstate Commerce Act and Commission, the discussion of the Board in its last Biennial Report, pages 37 to 43 inclusive, is referred to as presenting the views which, upon further study and consideration of these subjects, the Board adheres to.

The improved conditions of roadbed, bridges, rolling stock, station houses and train service which have come to the doors of our people, through the reaching into our State of the Boston and Lowell, the Boston and Maine, the Maine Central, the Fitchburg and the Connecticut River railroads, thus far most strongly tend to confirm the views expressed by the Board in both Reports preceding this, while the expense to the public of transportation of freight or passengers has generally tended towards lower rates in both,—the issuance of mileage books in particular by these roads having reduced the passenger fares very materially.

MILEAGE TICKETS.

So far as the Board is informed, the requirements of Act No. 24 of the Laws of 1888 are being faithfully observed, and all railroads within this State, and all foreign railroads partly located within this State, provide mileage tickets which may

be purchased at the principal stations on their lines in Vermont at a uniform rate of fare. In only one instance has the Board been applied to, to exempt any railroad from the provisions of the Act, and in that case the prayer of the petitioner was denied. Liberal concessions have recently been made by some of the companies, and now 1000-mile tickets, which are absolutely unlimited as to when and by whom they may be used, are sold for \$20 by several of the more important roads, said tickets being valid over the entire length of the lines owned, leased and operated by the companies by which they are issued. An interchangeable mileage ticket is issued which is accepted for passage over the Bennington and Rutland Railway and over the entire line of the Fitchburg Railroad in Vermont, Massachusetts, New Hampshire and New York.

The subject of interchangeable mileage tickets is now receiving considerable attention from railroad managers, from legislators and from that portion of the public which spends a large portion of its time on the rail. Commercial travelers associations are particularly active in demanding the issuing of such tickets.

The Massachusetts legislature has passed a law, taking effect October 1, 1892, which requires every road in that State which has not been exempted from compliance with the law by the railroad commission in form and for reasons provided by law, to sell 1000-mile tickets, good on every railroad in the State, at the rate of two cents per mile.

Several Western roads have for some time been issuing interchangeable mileage tickets. Among the instances that have come to the attention of the Board, it would mention the Columbus,ocking Valley and Toledo Railway Company which sells 1000-mile tickets for \$20 each, good for one year over its own road and over connecting lines extending to Buffalo, Cleveland, Chicago, St. Louis and hundreds of other

important cities. The Cincinnati, Hamilton and Dayton Railroad Company issues a similar ticket which is accepted on the Erie, the Louisville, New Albany and Chicago, the New York, Chicago and St. Louis, and on many other leading Western roads.

Owing to the comparatively sparsely populated territory through which our Vermont railroads run, and to the physical and financial difficulties with which they have to contend, the Board does not desire to urge legislation that might result in any material curtailment of their passenger revenue, which, so far as mileage rates as a whole are concerned, are not particularly unreasonable, but it considers it a duty to call the attention of the General Assembly and the corporations to the subject of interchangeable mileage tickets, merely expressing for the time being, the hope that in the near future some method may be devised by which such tickets may be supplied with the same relative convenience to the traveling public and profit to the railroads that single trip and excursion coupon tickets are now sold by each of the roads over their various connections.

RAILROAD MAP.

The railroad map, the frontispiece of this Report, has been revised and corrected to date.

GENERAL RAILROAD STATISTICS.

The railroads and the transportation and business interests of Vermont are so closely identified with and affected by the railroads of other States and the problem of transportation as a whole, that we think it not inappropriate to append the following tables, which show at a glance the magnitude and rapidity of increase of the mileage and traffic of the railroads. We are indebted to *Poor's Manual* for 1899, published by H. V. & H. W. Poor, New York, for these statistics.

The increase in mileage of railroads in the United States during the last quarter of a century, from 1857 to January, 1892, has been from 39,359 miles to 170,401 miles. Of this increase of 131,041 miles, the New England States contributed 2,922 miles, and the States lying between the Ohio and Mississippi rivers on the east and the Rocky mountains on the west contributed 84,822 miles.

The tonnage of all the railroads amounted in 1886 to 47,872,500 tons, and in 1891 to 794,398,009 tons. The value of merchandise carried, valued at \$20 per ton, amounts to the enormous sum of \$12,130,522,100 more in 1891 than did the merchandise carried by the railroads in 1886.

The total amount of dividend payments in 1891 on all paid-up capital stock was equal to 1.85 per cent, and the average interest paid on the aggregate bonded indebtedness of all companies was 4.25 per cent.

The average passenger journey in 1891 was 23.96 miles, and the average rate paid per passenger per mile was 2.184 cents. This rate indicates an decrease of 0.015 cents over the average rate per passenger-mile received in 1889. By a comparison of the tables in the second Biennial Report of the Board with the tables in this volume it will be seen that a decrease of .347 cents has been made from 1889 to 1892 in the average rate per passenger-mile received in Vermont.

The average freight haul in the United States in 1891 was 114.29 miles. The average rate per ton-mile was 0.929 cents, being a slight increase over the average rate received in 1890. The returns to the Board show that the average rate per ton-mile in Vermont decreased 0.188 cents from 1889 to 1892.

STATISTICS OF PASSENGER TRAFFIC FOR FIVE YEARS, 1897-1901.

Statement showing the length of road operated, passenger statistics, earnings, etc., of all the railroads in the United States from 1897 to 1901 inclusive.

Length of Railroads in Operation.	Passenger Traffic.		Passenger Earnings.					Average Rate per Passenger Mile.	Average Total Freight and Express per Passenger Mile.	Average Total Freight and Express per Passenger Mile.
	Miles Run by Passenger Trains.	Passengers Carried.	Passenger Revenue.	Gross Amount.	Net Amount.	Per Ton per Mile.	Per Ton per Mile.			
Miles.	Miles.	No.	Miles.	\$	\$	Miles.	Miles.	Miles.	Miles.	Miles.
1897	148,868	698,087,000	10,376,304,710	540,842,878	340,740,770	3.57	1.00	41.25	41.25	41.25
1898	149,342	691,303,000	11,106,011,078	531,156,107	331,156,107	3.49	1.00	41.17	41.17	41.17
1899	153,889	694,087,431	11,864,758,005	539,449,000	339,449,000	3.49	1.00	41.20	41.20	41.20
1900	157,374	696,128,000	12,800,360,000	572,850,907	372,850,907	3.54	1.00	41.18	41.18	41.18
1901	161,000	698,078,000	13,318,000,000	590,780,000	390,780,000	3.54	1.00	41.18	41.18	41.18

STATEMENT OF FREIGHT TRAFFIC FOR FIVE YEARS, 1897-1901.

Statement showing the length of road operated, freight statistics, earnings, etc., of all the railroads in the United States from 1897 to 1901 inclusive.

Length of Railroads in Operation.	Freight Traffic.		Freight Earnings.					Average Rate per Freight Ton.	Average Total Freight and Express per Freight Ton.	Average Total Freight and Express per Freight Ton.
	Miles Run by Freight Trains.	Tons Carried.	Freight Revenue.	Gross Amount.	Net Amount.	Per Ton per Mile.	Per Ton per Mile.			
Miles.	Miles.	Tons.	Miles.	\$	\$	Miles.	Miles.	Miles.	Miles.	Miles.
1897	148,868	503,074,793	61,501,084,000	1,000,000,000	600,000,000	1.99	1.00	131.33	131.33	131.33
1898	149,342	504,087,000	66,000,000,000	1,000,000,000	600,000,000	1.97	1.00	131.33	131.33	131.33
1899	153,889	518,128,000	66,000,000,000	1,000,000,000	600,000,000	1.97	1.00	131.33	131.33	131.33
1900	157,374	500,000,000	66,000,000,000	1,000,000,000	600,000,000	1.97	1.00	131.33	131.33	131.33
1901	161,000	503,074,793	66,000,000,000	1,000,000,000	600,000,000	1.97	1.00	131.33	131.33	131.33

Comparative Statement showing the average per mile of stock, bonds, cost, and earnings, percentage of expenses to earnings, earnings per passenger train mile and per freight train mile, per passenger mile, and per freight mile, etc., for years 1891 to 1895 (inclusive):

	1891	1892	1893	1894	1895
Capital Stock p. M. of Completed Road.....	\$3,441	\$3,808	\$3,340	\$3,769	\$3,467
Bonded Debt p. M. of Completed Road.....	41,179	34,344	31,176	36,573	36,193
"Cost of Rd. & Equip." p. M. Comp. Rd.....	42,608	38,758	33,740	44,103	36,009
Pass. Earn. per Mile of Road in Oper.....	1,753	1,704	1,808	1,704	1,812
Frt. Earn. per Mile of Road in Oper.....	4,581	4,907	4,138	4,937	4,319
Gross Earn. per Mile of Road in Oper.....	6,334	6,611	5,946	6,641	6,131
Net Traffic Expn. p. M. of Road in Oper.....	2,148	2,103	2,006	2,003	2,000
Percentage of Expenses to Earnings.....	33.81	32.33	33.73	30.31	32.12
Pass. Earnings per Pass. Train Mile.....	0.607	0.600	0.608	0.607	0.613
Freight Earnings per Freight Train Mile.....	1,586	1,552	1,396	1,557	1,316
Gross Earnings per Revenue Train Mile.....	1,594	1,568	1,374	1,560	1,368
Gross Expenses per Revenue Train Mile.....	0.602	0.604	0.604	0.600	0.600
Net Earnings per Revenue Train Mile.....	0.446	0.444	0.445	0.460	0.414
Passenger Earnings—Proportion of Gross.....	23.46	25.31	24.18	26.41	24.54
Freight Earnings—Proportion of Gross.....	67.40	68.73	67.13	67.36	67.80
Other Earnings—Proportion of Gross.....	7.16	6.44	6.71	6.23	6.66
Earnings per Passenger per Mile.....	2.334	2.776	1.769	2.548	2.160
Earnings per Ton per Mile.....	0.956	0.927	0.693	0.977	0.860
Average Distance per Passenger.....	39.92	34.46	34.58	36.79	36.96
Average Road per Ton.....	113.26	114.30	110.80	110.70	113.46
Interest per cent. of Bonds.....	4.51	4.27	4.0	4.35	4.77
Interest per cent. of Bonds and Debt.....	4.71	4.08	4.00	4.47	4.68
Dividends per cent. of Stock.....	1.83	1.80	1.81	1.77	2.02
Int. & Div. p. c. of Stock, Bonds & Debt.....	3.54	3.04	3.13	3.03	3.36

STATISTICS OF ROLLING STOCK EQUIPMENT.

Statement showing the rolling stock owned by the railroads in the United States (including elevated railroads) at the close of their respective fiscal years, 1877 to 1891, inclusive:

Year.	Locomo- tives Engines.	REVENUE CARS.			
		Passen- gers.	Baggage, Mail and Express.	Freight.	Total.
1877.....	15,411	13,054	5,334	593,375	421,803
1878.....	15,445	11,853	4,512	455,813	421,209
1879.....	17,394	13,309	4,512	480,190	425,715
1880.....	17,940	13,356	4,702	539,535	525,333
1881.....	20,115	14,548	4,976	614,525	627,319
1882.....	22,134	15,351	5,298	740,451	721,323
1883.....	23,523	16,839	5,548	775,833	821,400
1884.....	24,587	17,835	5,813	738,590	821,215
1885.....	27,507	17,396	6,044	825,516	829,523
1886.....	28,435	19,353	6,322	843,814	871,491
1887.....	27,843	20,457	6,554	840,337	877,893
1888.....	29,280	21,455	6,927	1,005,116	1,038,558
1889.....	31,741	22,465	7,013	1,251,566	1,291,107
1890.....	32,341	23,805	7,353	1,391,879	1,393,241
1891.....	34,023	24,497	7,353	1,516,304	1,542,159

RECOMMENDATIONS FOR LEGISLATION.

WIDTH OF BRIDGES.

The Board recommends that Section 2418, Revised Laws, be amended by striking out the words "three feet" in the third line thereof and inserting instead thereof the words "two feet and six inches."

TELL-TALE WARNINGS AT OVERHEAD BRIDGES.

The Board recommends that a law be enacted compelling railroad companies to cause tell-tale danger warnings to be placed at approaching points 150 feet distant from all overhead bridges of less than 20 feet clear height from the tops of the rails, to warn trainmen of their approach to said bridges.

NOTICE OF INVESTIGATION TO PARTIES INJURED IN RAILROAD ACCIDENTS.

The Board recommends the enactment of a law requiring notice of public investigation of railroad accidents to be given to parties injured in such accidents and to a representative or the friends of those killed.

BELL CORDS ON PASSENGER AND MIXED TRAINS.

The Board recommends the enactment of a law requiring all passenger and mixed trains to be supplied with a bell cord connecting all the passenger coaches with the locomotive.

All of which is respectfully submitted,

SAM'L E. FISCHER,
AMORY DAVISON,
LEON G. BACLET,
Railroad Commissioners.

ATTEST: ALFRED R. WATSON, *Clk.*

Sept. 5, 1892.

PART II.

RAILROAD SKETCHES,
GENERAL AND SPECIAL
INSPECTIONS.

SKETCHES AND GENERAL INSPECTIONS.

BARRÉ RAILROAD.

Line of Road.—From the southerly terminus of the Barré Branch of the Montpelier and Wells River Railroad, near the northerly limits of Barré village, through the village southerly to the granite quarries on the hill in the southerly part of the town, and in the town of Williamstown. Total length of track now completed and in operation, 20 miles; 9.26 miles of which are main line and 10.74 miles are spur tracks to the quarries, side tracks, switch tracks, and belt line around the top of the mountain. Gauge, standard. Rails, steel, the main line being 60 pounds and the remainder 55 pounds weight per lineal yard. During the year 1898 a new spur track has been laid nearly to East Barré village, which is now nearly ready for operation, and when completed will be one and one-half miles in length, besides one-half mile of sidings.

History.—This road was organized under the general law of the State, and its articles of association were filed with the Secretary of State in the autumn of 1888. Construction was at once begun, and the main line was completed and in operation in the summer of 1889. The sidings and spur tracks have been added from time to time as the requirements of the rapidly expanding granite industry have demanded.

Inspections.—The inspection of 1891 was made on September 23rd, by Commissioners Pingree and Bagley, Clark Watson and Bridge-Expert Charles H. Clark, accompanied by F. W. Stanton, General Superintendent; F. E. Dodge, Road-Master, and C. F. Robinson, Bridge-Master. The last inspection was made August 27th, 1898, by Commissioners Davison and Bagley, accompanied by W. A. Stowell, Managing Director; F. W. Stan-

jan, General Superintendent ; F. E. Dodge, Road-Master ; and by F. W. Morse, General Passenger Agent of the Montpelier and Wells River Railroad.

Various minor improvements have been made in the road since the last Biennial Report, and the bridging, roadway, track and appurtenances are maintained in good condition for the heavy traffic which passes over it. The grades and curves are very exacting and require great care on the part of the track and operating departments. The sharpest curve is 20 degrees. The grade from Barre village to the highest point on the main line, 3½ miles distant, averages 242 feet to the mile. At a distance of four miles from the village, on a spur track leading to one of the quarries, the highest elevation, 1,020 feet is reached, the grade on this spur being 300 feet to the mile. The greatest rise on the main line is at the rate of 264 feet per mile. The heaviest locomotives weigh, with coal and water, about fifty tons each, and are able to haul ten empty cars up the mountain. The traffic of the road is chiefly the hauling of the beautiful and valuable granite which is so extensively quarried in Barre and Williamstown. These quarries are among the most extensive in the world, and are a great source of wealth to this portion of our State. Passengers are carried on several trains, daily, which are patronized not only by the workmen and the citizens of the vicinity, but also by sight-seers from all parts of the country. The ride up the mountain is full of interest, and the views from the highest elevations are among the best to be had anywhere in New England.

For the purposes for which this road is used, and the manner in which it is operated, the Board has but little criticism to pass upon it. Ballast is deficient in some localities and the fencing is missing along the greater part of the road. But few cattle guards are provided, and warning signs are required at several crossings not now supplied with them, which defects have been pointed out to the management, who assure the Board that the same will be remedied forthwith.

BENNINGTON AND GLASTENBURY RAILROAD.

Line of Road.—Extends from Bennington village to the wilderness in the southern part of Glastenbury, being nine miles, less $\frac{1}{4}$ rods, with one mile of side track. Gauge, 4 feet 8 inches. Rails, iron, of 36 pounds weight to the yard.

History.—This road was built in 1873, and was designed for the transportation of lumber, wood and charcoal from the forests of Woodford and Glastenbury to the markets south. It was bought about a year ago by the Bennington and Rutland Railway Company, which now operates this line only to Woodford.

Inspection.—Inspection was not made in 1892 as the line was impassable, owing to washouts and the consequent discontinuance of trains.

August 4th, 1893, inspection was made by Commissioners Davison and Bagley, and Bridge-Expert Clark, accompanied by E. D. Bennett, Superintendent; and A. G. Doomer, of the Bennington and Rutland Railway Company.

The roadbed was found to be grown up to weeds and gone to grass,—without ballast, care or evidence of attention.

The track is neglected, ties are decayed and crumbling and the bridges are now decaying and entirely inefficient for the support of trains in motion or at rest, with one or two exceptions.

Fences, cattle guards and crossing signs are wanting and evidences appear throughout the line that the railroad laws of the State are daily being violated by those who operate this road.

Excursion and picnic trains to the wild scenery of this hill country have been in order on this road for the last few years, but their longer continuance is not considered safe in the present wretched condition of the road, bridges, track and ties.

BENNINGTON AND RUTLAND RAILWAY.

Line of Road.—Extends from Bennington to Rutland and from North Bennington to State line,—the main line being 57.06 miles in length, and the line from North Bennington to State

line, 1.85 miles long, making 58.91 miles of trunk line with 8.40 miles of sidings. The gauge is standard and the rails are all of steel of 60 pounds weight per lineal yard.

History.—Chartered November 25th, 1845, as the Western Vermont Railroad Company. The North Bennington and State line portion, connecting with the Troy and Bennington road, was opened and began operating in July, 1852, and was extended to Bennington village in 1854.

The road went under a trusteeship upon foreclosure of mortgage in 1867, and was consolidated with the Lebanon Springs Railroad in February, 1870, under the name of the Harlem Extension Railroad Company, and was leased as so consolidated to the Central Vermont Railroad Company in 1873, but was surrendered back to the trustees under the mortgage aforesaid and became reorganized under its present name, the Bennington and Rutland Railway Company. It has been operated by the last named company since September 10th, 1877.

Inspections.—This road was inspected September 12th, 1861, by Commissioners Davison and Bagley, Clerk Watson and Bridge-Expert Clark, accompanied on the part of the corporation by Supt. E. D. Bennett and Bridge and Road-Master A. G. Coomer. The last inspection was made August 6th, 1893, by the same Commissioners and Mr. Clark, with the same railroad officials as in the year previous.

The roadbed of this line is found to be in good condition, and is well ballasted.

The ties, spaced 3,000 to the mile, are in good life throughout. The track is in fair surface and alignment, with joints well kept up and ends of rails unshattered, 150 tons of new 60 pounds steel having been laid since the last Report.

A new siding 1,000 feet long was laid at Wallingford and one over 2,000 feet long at Dorset, to accommodate the marble industries there, in 1890.

It is the practice of this road to renew 30,000 of its ties

yearly; thus keeping them in use between six and seven years. These ties are all tamarack and Pinus strobus.

The stub switches are being replaced by the standard split switch.

frogs, switches and guard rails are well blocked in compliance with the statute and the pit cattle guard is being replaced by the iron pattern, surface guard.

All passenger train heating is by the locomotive steam principle.

The order of the former Board of Railroad Commissioners, directing the abolishment of two highway grade crossings in Dorset, has been executed by the company and the crossings closed to public travel. Crossing and station signs and fences are well looked after and are found to be in good condition.

Bridges.—A new Howe truss bridge has replaced the old Branch bridge and a large amount of re-inforcing and strengthening of bridges by additional timbers, braces and rods, has been done on this line in the last two years; and this work must continue while the original bridges remain.

The Board would call the particular attention of the company to the Howe truss, through bridge, between Sunderland and Manchester,—which is a single span bridge of 145 feet and appears to be held in place when loaded with passing trains by three wooden "horses" or piers placed under it. The reconstruction of this bridge has been meditated, as the Board is informed, for some years.

These "horses" supplement the carrying strength of several bridges on this line and on several other lines of road in the State, and they are a common safety expedient for temporary use when the weight of traffic has outgrown the structural strength of a bridge. When bridges require "horsing up" for a long time they should be replaced by a stronger structure for reputation's sake, if the earnings of the company make it possible. "Horsed up" bridges indicate conditions of danger. Such props may be

yearly; thus keeping them in use between six and seven years. These ties are all tamarack and Princess pine.

The stub switches are being replaced by the standard split switch.

Frog, switches and guard rails are well blocked in compliance with the statute and the pot cattle guard is being replaced by the iron pattern, surface guard.

All passenger train heating is by the locomotive steam principle.

The order of the former Board of Railroad Commissioners, directing the abolishment of two high-way grade crossings in Dorset, has been executed by the company and the crossings closed to public travel. Crossing and station signs and fences are well looked after and are found to be in good condition.

Bridges.—A new Howe truss bridge has replaced the old Branch bridge and a large amount of re-inforcing and strengthening of bridges by additional timbers, braces and rods, has been done on this line in the last two years; and this work must continue while the original bridges remain.

The Board would call the particular attention of the company to the Howe truss, through bridge, between Sunderland and Manchester,—which is a single span bridge of 145 feet and appears to be held in place when loaded with passing trains by three wooden "horses" or props placed under it. The reconstruction of this bridge has been meditated, as the Board is informed, for some years.

These "horses" supplement the carrying strength of several bridges on this line and on several other lines of road in the State, and they are a common safety expedient for temporary use when the weight of traffic has outgrown the structural strength of a bridge. When bridges require "hoisting up" for a long time they should be replaced by a stronger structure for repetition's sake, if the earnings of the company make it possible. "Horsed up" bridges indicate conditions of danger. Such props may be

early displaced by the elements and they are generally a notice to all of a structural weakness in the bridge.

New ties and floor beams are needed in bridge No. 12, in or near Wallingford, some ties being found at the last inspection so decayed that the spikes could be removed therefrom with the fingers.

The bridge next south of Wallingford is not believed to be safe for the heavy traffic of this road, and the Board recommends its early rebuilding.

The easterly abutment of No. 9 bridge, also in Wallingford, has a dangerous appearance and the "horse" that has stood there as its support so long ought to be relieved by a solid abutment.

Some of the five "horses" which stand under bridge No. 6 are liable to drop out by the action of the floods and the watchfulness of the sectionmen may lag at times, while danger is always attendant with these temporary expedients. They should be made unnecessary by new and stronger bridges wherever they are in use for so long a time.

BRISTOL RAILROAD.

Line of Road.—From New Haven Junction on the Central Vermont Railroad to Bristol village. The main line is 6.26 miles in length, with .64 mile of sidings. The rails are all steel and of 56 pounds weight to the linear yard. Ties are spaced 2,500 to the mile. Gauge, standard.

History.—Chartered as the Bristol and Richmond Railroad Company November 1st, 1880. The road was built in 1891, and was opened and commenced operating January 8th, 1893.

Inspection.—August 10th, 1893, by the full Board and C. H. Clark, Bridge-Expert, accompanied by R. G. Smith, Superintendent, and H. G. Smith, Treasurer.

This line is found upon inspection, to be laid through a section of country so nearly level as to require only a surface road most of the way.

The roadbed is well made and the ballasting well begun, though not nearly completed.

The material of the ballast is of the best and the supply of easy access and abundant.

There are two heavy grades on the line, one westerly of the center and the other at the approach to the Bristol terminus, each of which is about 150 feet to the mile.

Seven new highway grade crossings have been made in the construction of this road.

The conformation of the ground is such that over or under ways for either the highways or the railroad were wholly impracticable.

These grade crossings were constructed in violation of Act No. 31 of the laws of 1888.

Inspection of the premises indicates that the same were necessary to be at grade and that permission so to construct them would have been given, had the Board been called upon pursuant to the statute violated. They are, therefore, approved.

No cattle guards have yet been placed, but a supply of the standard, bevelled steel, surface pattern has been ordered and will soon be put in. The line is clean of weeds, bushes and grasses.

The bridges are all trestles or culverts, except two, which are pile bridges, and all are adequate for the present traffic.

These trestles, the Board is assured by Treasurer Smith, are to be replaced in due time by stone culverts and earth filling.

The depot at Bristol is an unique and beautiful structure; high, airy, and having flush water closets and wash-bowls in both departments.

The building is partially of stone, with wood superstructure, coated with vertical finish, and has a good baggage room.

As a terminal station it is well adapted to the convenience and comfort of the people of this prosperous community and surrounding towns.

The frogs, switches and guard rails are well blocked. Trains are hauled by locomotive steam. The rolling stock consists of

one engine, with air-brake equipment, and one combination coach.

As a whole, this is a well-constructed and well-equipped railroad.

BOSTON AND MAINE SYSTEM.

PASSUMPSIC DIVISION.

CONNECTICUT AND PASSUMPSIC RIVERS RAILROAD.

Loca.—Extends from White River Junction to the Canadian Line in Derby, Vt., giving length of main line, 110.30 miles, with 38.46 miles of side tracks.

The rails are now all steel, of 75 pounds weight to the yard for 6 miles, 64 pounds for 14 miles, and the balance of 46 pounds. Those of the heavier weight were laid this summer, between South Barre and Abbott's Arch.

History.—The Connecticut and Passumpsic Rivers Railroad Company was chartered October 27th, 1843, but the road was not completed and in operation throughout until 1853.

This company leased the Merrimack Valley Railway, July 1st, 1870, thereby reaching up from Canada line to Lenoirville, P. Q., 34.75 miles, with a two mile spur reaching off to Stanstead, P. Q., and Derby Line, Vt. This is a 40 years' lease and connects this line with the Grand Trunk System at Lenoirville where it also now connects with the Quebec Central and Canadian Pacific lines, making the total length of this Division, 147.05 miles.

January 1st, 1887, this road with its leased lines was leased to the Boston & Lowell Railroad Company for the term of 99 years, and passed with the lease of the latter company, April 1st, 1887, into the Boston and Maine System under a lease for the same period, since which it has continued to be operated by that corporation as its Passumpsic Division.

Inspections.—This line was inspected in 1891 by the full Board with Bridge-Expert Clark, accompanied by H. R. Felson, Di-

vision Superintendent; W. G. Roberts, Road-Master; and E. C. Spaulding, Bridge-Master.

In 1892, July 6th, by the same, also, attended by the same railroad officials.

At each of these inspections it was noted that the improvement of the roadbed and track, by rectifying its alignment and surface and rebuilding its bridges and masonry in many places, was progressing from year to year.

The character and kind of masonry adopted in these improvements are of the most permanent order, all being of faced stone work and set in cement. The original bridge structures, now mostly eliminated, are being replaced by the standard pin lattice type, heavily chorded and high, and by iron bridges and stone arches. Much has been achieved in the last three years in the bridge department of this road under the direction of Chief Engineer Russell of the Boston & Maine System and E. C. Spaulding, Division Bridge-Master. The double track, link and pin, iron bridge at White River Junction, costing \$35,000; the granite arch bridge at Boston, costing \$25,000; the stone arch bridge near Bagher's, besides many short bridges and culverts, all placed during this biennial term, emphasize the general statements of the progressive methods of this company.

The matter of taste, such as the trimming of weeds and grasses within the side fences and the work of surface polishing, was found at both inspections to be at fault, for which the wet seasons and the heavy rains and freshets of July, 1892, fully accounted, the section force being occupied in the more important duties of insuring safety to travel for the time being.

Surface cattle guards of the wooden bevelled slit pattern are fast replacing the old stone walled pits of earlier days, and their efficiency is approved. The pits are being filled and leveled and the danger of wrecking is thereby diminished.

As a whole, improvements in the interests of safety to the public travel, in the facilities of railway traffic and in the better service to the public of the Connecticut, Passumpsic and

lake valleys, through which this road extends, have steadily been introduced since the assumption of control and management by the Boston & Maine Corporation.

Yet, there is, as there always will continue to be on the busy lines of our railroads, much remaining constantly to be done to bring and hold this up abreast with the best.

The necessary outlay in the bridge masonry department and in the reduction of curves on this road is marked by the less equipped roadbed and ballasting, and in the condition and care of some of the depots, although the Board noted that about twenty-three miles of the line have recently been supplied with fresh ballast which is seen to be worked into the road, the season's washouts having so far delayed its placement.

The stations at Barton and Barton Landing, points of large freight and passenger traffic, are neither adequate to the business, nor creditable to the company. At several stations lack of ordinary cleanliness and convenience was noticed at each inspection.

At Passumpsic station the depot was found badly neglected in its keeping,—the ladies' closet not being looked after and filthy,—while at Lynden station no closet convenience is provided for the traveling public except by the neighbors.

No station signs are up at Thetford, North Thetford, Newbury or Ryegate. This neglect requires notice, and the Company should proceed to have them placed. The Board recommends compliance with this suggestion without longer delay.

The new and excellent bridges of this road are not built of sufficient width to comply with the statute. While the Board, from a careful examination of the subject, believes that these bridges are wide enough for the most perfect safety, yet it is required to call the attention of the Legislature to all known infractions of the statute. This requires rebuilt or new bridges to have a clear width of 16 feet. The widest cars are but ten feet. The usual width of bridges on this road is 15 feet. This gives 2½ feet clear between cars and bridge sides. This is enough for all

purpose. The needless foot of additional width of bridges adds wasted expense in the structure, and, what is worse than that, the dead weight is increased and the carrying strength thereby diminished to an extent equal to the added dead weight.

See recommendations in Part I, of this Report.

ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD.

Line of Road.—From Lunenburg to Maquam Bay, 120 miles, main line, and Victory Branch from North Concord to East Haven, 11.1 miles, Hardwick Branch, 1.6 mile. Total line operated 132.6 miles. Sidings and yard track, 17.9 miles. Gauge, standard, 4 feet 8½ inches. Rails, steel, 112.50 miles, 56 and 60 pounds weight; Victory Branch, iron and steel, 56 pounds.

History.—This railroad is a union of the lines of three separate companies originally, namely, the Essex County Railroad Company, chartered in 1844, amended 1846; Montpelier and St. Johnsbury Railroad Company, chartered in 1846; and the Lamoille Valley Railroad Company, chartered in 1867. Consolidation was effected by the three companies jointly bonding their property, but failing to pay the interest on bonds, all the roads went into receiver's hands in 1877, the year that it was opened for business.

The road was first operated as the Portland and Ogdensburg Railroad, Vermont Division. It was reorganized under the name of the St. Johnsbury and Lake Champlain Railroad, January 31, 1880, and commenced to be operated under this name July 1, 1880, and so continues to the present time.

The Victory Branch road was constructed to the lumber districts in Victory, Grooby and East Haven in 1893-4 to afford facilities for the transportation of the large quantities of lumber manufactured in these towns. It was built by the St. Johnsbury and Lake Champlain Railroad Company by which it has been and is owned and operated.

Inspections.—Made August 6th and 7th, 1891, by the full Board and Charles H. Clark, Bridge-Expert, accompanied by H. E. Folsom, Superintendent; E. H. Blosson, Assistant Superintendent; Charles Severance, Road-Master, and L. W. Tucker, Assistant Engineer.

The inspection in 1892 was made July 6th by the full Board, and Charles H. Clark, Bridge-Expert, accompanied by the same railroad officials as in 1891, with the addition of George Gibbons, Bridge-Builders.

Much has been done since the inspection of 1890 for the permanent betterment of the physical condition of this road.

The filling of the "Pumpkin Hill" trestle, 675 feet long, and 76 feet high (mean height 69 feet) which was begun in the spring of 1890, is now complete. This great work required about 300,000 yards of earth to make the fill and cost somewhat more than \$30,000. The trestle known as the Walden high trestle, 306 feet long, and 27 feet high, has been replaced by a solid granite arch, 328 feet long, 28 feet high, and 30 feet wide, containing 8,000 yards of masonry; and by an earth fill containing over 100,000 yards of earth, the masonry and embankment costing \$63,000. Thus these two trestles over which the trains passed at a dizzy height and which were a source of much care and solicitude to the railroad company and uneasiness to the traveling public, have been eliminated, reflecting high credit upon the energy and progressive spirit of the present management of this road. Besides these, other improvements in the same line have been made. Clark's, Chase's, Eastman's, Edwards' and Dow's trestles in Walden, Sturgle's trestle in Shelton, and several smaller openings have been filled and new masonry put in at the same, which, including other minor pieces of masonry at some of the smaller bridges, has exceeded in cost the sum of \$35,000. Presuming that one-third of the work at the "Pumpkin Hill" trestle was done within the last two years, there has been the large sum of \$124,000 expended in this biennial term in making improvements that will apparently endure for many years.

Good progress in relabelling has also been made, fifteen miles of that material having been drawn on and spread during the past year, thereby widening and levelling up the surface of the roadbed, permitting the seating of the track and the better adjustment of the rails, which work has been done along the entire line and notably between St. Johnsbury and Lunenburg. The rails on the main line, 120 miles, are of steel and 55 and 60 pounds weight to the lineal yard. These were found in fairly good condition. Particular attention has been paid to keeping up and well securing the joints, and but few low joints or battered ends were observed.

The ties are laid 2,000 to the mile and are generally sound and in good state of preservation, although in a few places they are considerably worn and somewhat decayed, and, for that reason, fail to give adequate support and steadiness to the rails. But these insufficient ties have been rapidly disappearing, 33,000 new ones having been renewed the past season, and 35,000 during the season of 1891, costing for the two years \$28,000.

Fences and cattle guards are deficient East of St. Johnsbury. West of that place the fences where required are generally well maintained, six miles of five strand barbed wire fencing having been built during the past year. But the conspicuous absence of cattle guards was noticed here as well as at the East end of the line. The attention of the officials was called to this defect at the time of the inspection in August, 1891, and assurance was then given that it should be remedied and the promise then made is now being fulfilled, a car-load of barbed set guards having been received ready to be put in as soon as practicable.

But few radical changes have been made in the long bridges, and but three new ones have been constructed. Of these three new ones, two, the Jones bridge in Wolcott and the Morrisville bridge in Morris town, are of the Howe truss design, and are models of strength and workmanship, having a safety factor of 6, and modern floor systems with long ties, closely spaced and

heavy outside guard rails, and are capable of carrying the heavy consolidated engines and coal cars but recently introduced into railroad traffic. With these exceptions above noted, the rest of the long bridges are as old as the road and of light construction, but as they have been reinforced from time to time in one way or another and they are deemed adequate to carry the comparatively light engines which are used on this road.

As a general proposition, the depot accommodations are ample and the sanitary arrangements all that are required. Those at Hardwick, Morrisville, Johnson and Fairfield are among this class, and some of these are models of cleanliness and noticeably complete in having all the modern accommodations. Those at East Fairfield, Sheldon, East Highgate and Highgate are so far from fulfilling the reasonable needs of their localities that the Board feels that special mention should be made of them. They were originally built out of cheap and rough material, and have since become begrimed and decayed with age, and are not even respectable. The only reason alleged, or that can be alleged why these stations have not been rebuilt, is the large expenditure of money in making the more necessary and important repairs and improvements on the bridges and the permanent way. And now that the most pressing needs of the road as relates to bridges and roadbed have been supplied, the company should address itself forthwith to the work of rebuilding, or thoroughly renovating these dilapidated station houses.

The Victory Branch line penetrates the wooded districts in the southern portion of Essex County and is largely a surface road, having few cuts or fills. It is used almost exclusively for the transportation of lumber from the lumber mills situated near its terminus in Granby and East Haven, thereby giving value to the forest lands in these districts which, without this opening, would be of comparatively little worth. Some changes for the better were found to have been made within the past year on this Branch.

The only considerable bridges, two in number, have been rebuilt, and one of them supplied with a modern floor system and good masonry abutments, displacing log abutments, considerably decayed, which had evidently served their full term of usefulness.

The roadbed has also been somewhat improved by more ballast and better surfacing. The ties were found in good life and spaced sufficiently close for a road of this class. As the road runs through a country largely in forest, but little attention is paid to fencing, but when needed it is maintained. But few passengers are carried.

The trains are run at slow speed, and, although this road is in a comparatively inferior condition, it is deemed safe and sufficient for the purpose for which it was constructed and is used.

CANADIAN PACIFIC SYSTEM.

NEWPORT AND RICHFORD RAILROAD.

Line of Road.—This road has its terminal at Newport and Richford, and there are 21 miles of the same in Vermont, with about 6 miles of side track. The gauge is standard. The rails are all steel of 56 and 60 lbs. weight to the yard. The ties are laid 3,000 to the mile.

History.—This road which was chartered and constructed as the Missisquoi and Clyde River Railroad, was sold to the Newport and Richford Railroad Company in 1880, and is now operated by the Canadian Pacific Railway Company for the trustees of the South Eastern Railway Company which leased the same, June 29th, 1881, for 99 years.

Inspections.—The annual inspections were made August 5th, 1881, and July 7th, 1882. In 1881, by the full Board with Charles H. Clark, Bridge-Super, accompanied by Thomas Tert, General Supt. of the Ontario and Quebec Division, Canadian Pacific Railway; G. F. Balknap, Chief Engineer; J. W.

Leonard, Supt. ; F. P. Brady, Asst. Supt. ; Hon. W. D. Crane and General F. E. Alfred, Solicitors, and Garin Shanks, Road-Master ; and in 1893, by the same parties, except Messrs. Tait, Crane and Belknap.

The Board finds the roadbed well constructed and preserved, and of full width throughout.

The deficiency of ballast which was noted in the last Report has been measurably supplied,—almost completely perfected on the westerly half of the line—and this improvement is progressing towards Newport, there being large construction gangs operating the steam shovel and gravel trains there at the last inspection. This work will soon have supplied the greatest need of this road. The largest outlay on any road in the State, in the work of improvement of ballast of roadbed, in proportion to its length of line, has been made on this road in the last year.

Also, much has been done in the renewal of ties and in the displacement of the old St. Albans steel, with which much of the road was originally laid, and in replacing it with Scranton steel of 60 lbs weight. 1,000 tons of 72 lbs. steel is already ordered for relaying that part of the line between North Troy and Newport Center.

The blocking of the switches, frogs and guard rails is well attended to. The highway crossing signs and the modern surface cattle guards for the safe protection of the highway travel are noticeably in excellent condition throughout the line and the fences are well kept up along the roadway.

The old stub switch is being discarded and patent re-calling switches are taking their places.

The station houses are not of the most approved type, but are commodious and well kept and sufficiently well furnished to meet the convenience of the public. That at North Troy has been extensively repaired and improved during the last year and the yard facilities there have also been much enlarged.

The temporary trestle bridge of diary height over the stream

and chain at North Troy, which took the place of the bridge burned in 1898, has not yet been replaced by the iron structure, as looked for two years ago. Trains move over it under slow speed, and great care appears to be observed for the safety of the traveling public as they are hauled over this trestle. It should be replaced by a permanent bridge at the earliest practicable date.

CENTRAL VERMONT SYSTEM.

CENTRAL VERMONT RAILROAD.

Line of Road.—This system consists of a main line running from Windsor to Rouse's Point, with leased and operated lines as follows, viz:—

Addison Railroad, Brattleboro and Whitehall Railroad, Burlington and Lamoille Valley Railroad, Missisquoi Valley Railroad, Montpelier and White River Railroad, New London Northern Railroad (ten miles in Vermont), Rutland Railroad, Swanton Branch Line (Swanton Junction to Province line), all within this State, and being 437.6 miles of main line, together with about 575.1 miles of road outside of Vermont and making the aggregate main line mileage 802.7 miles. The Central Vermont Railroad proper has 82.7 miles of sidings, etc., and 179.7 on all roads operated within and without this State.

History.—The Central Vermont Railroad is an outgrowth of the Vermont Central Railroad Company, which was chartered in 1843 to build a road from Windsor to Burlington. The same was completed and opened to travel by December, 1845.

A road called the Vermont and Canada was chartered in 1845, extending from Essex Junction to Canada line. This road was leased before completed to the Vermont Central Railroad Company for fifty years, at an annual rental of eight per cent on its cost. It was practically an extension of the Central Vermont road, the Vermont Central giving a mortgage of its properties as security for the payment of this rent, amounting to over

\$167,000 per annum, the construction cost of the Vermont and Canada being \$1,848,500.

The Vermont Central issued \$2,000,000 first mortgage bonds, and \$1,500,000 second mortgage bonds; the first in 1851, and the second in 1853, to meet its pressing obligations. But embarrasments of the company increasing, a trusteeship was instituted and the road and its properties were placed in the hands of trustees of the first mortgage bonds, and was operated by said trustees until 1884; when, being unable to pay the rental to the Vermont and Canada, that road, by the terms of the contract between them, took possession of the Central road as receiver, and operated the system until its arrears of rents were realized, and then surrendered it back to the trustees, who were now clothed by the Court of Chancery with the powers of receivers under the law.

Under the management of the receivership, and with the sanction of the Court constituting it, the capital stock of the Vermont and Canada road was increased to \$2,000,000; and thereby the excessive rents were reduced and funded.

It was also arranged that after payment of the annual rental out of the income of the property, funds should be used for the construction of a branch road from Swanton Junction to Province line in Highgate; and a new increase of capital stock was made on the Vermont and Canada road of \$200,000. In 1867, another \$250,000 was added for like purposes, and in 1871, \$500,000 more; increasing the capital stock of that road to \$2,500,000.

The funds raised by this increase of stock were used to fund a debt of \$114,800 due the Vermont and Canada road, to pay dividends, and to extinguish other obligations.

In course of a few years after this, the trustees had extended their system by the purchase or leasing of the following named roads: to wit,—

The Stansford, Shefford and Chambly road, from St. Johns

to Waterloo, F. Q., had been bought for \$300,000, being forty-three miles of road.

The Rutland Railroad and the Addison, and also the New London Northern, had been leased for twenty years. Later the Montpelier and White River Railroad has come under its control, as also the Brattleboro and Whitehall Railroad.

The Central Vermont Railroad Company was organized in 1873, and took charge of all the above named roads in 1873, as receiver, and continued to operate the system until 1884, when the receivership terminated.

The great legal controversies between the Vermont Central and the Vermont and Canada tended to the ruin of both companies; wasting their incomes, and burdening their receivership with an indebtedness of many millions of dollars.

This indebtedness the Court adjudged to be a lien upon the properties of the Central Vermont Railroad Company, having preference over the rental due the Vermont and Canada Railroad Company; and upon the payment of these preferred claims, the Court decreed that the Vermont and Canada Railroad Company be entitled to the possession of the roads of the Central Vermont Railroad Company.

The Court later (in 1882) determined the order in which the various claims of creditors of these two roads should be liquidated.

The debt contracted by the receivers and managers,—nearly \$3,000,000, should be a first lien on the properties; and was adjudged to be treated as in equity the first mortgage on all the properties of the Vermont Central and the Vermont and Canada Railroad Companies.

It also decreed that the Vermont and Canada Railroad Company, and the two classes of mortgage bondholders above named, should, within a time limited, pay and discharge this first lien, or be foreclosed of all right or claim on the property.

Then (in 1882) the Consolidated Railroad Company of Vermont was organized, to assume the properties and debts, and

formulate a plan for terminating litigation and settling and settling claims of security holders.

The plan was carried out. First, by an issue of \$7,000,000 five per cent bonds running thirty years, secured by first mortgage on the properties of the Vermont Central and Vermont and Canada Railroad Companies. Second, by exchanging these bonds for the original stock of the Vermont and Canada, \$1,000,000 of the new bonds being taken for the \$1,000,000 of stock. Third, by buying up through exchange Stanstead, Shadford and Chambly bonds, and other preferred claims of different security holders, paying \$4,837,000 of the consolidated bonds in exchange for a like aggregate amount of the old claims; all arrears of interest being waived by the holders. Fourth, by dividing the balance of these bonds (\$1,663,000) to retire the floating debt of \$1,000,000 and other indebtedness of the trust, including the claim of the Central Vermont Railroad Company, amounting to \$648,000. Fifth, by issuing preferred capital stock of the new company to the amount of \$720,000, and exchanging the same at the rate of twenty per cent for the first mortgage bonds of 1851, and ten per cent of the second mortgage bonds of 1852 at face value, and all arrears of interest waived.

This stock bears six per cent dividends annually, if the earnings of the company reach it, after paying its preferred obligations.

July 1, 1884, the property was turned over to the Consolidated Railroad Company of Vermont, and was by it on the same day leased to the Central Vermont Railroad Company for ninety-nine years; the latter corporation assuming all the obligations of the Consolidated Company by the terms of the lease.

Inspections.—The inspections on the Central and Southern Divisions were made August 10th, 11th and 12th, in 1891, and July 14th, 16th and 18th, in 1892. Present on the inspection of 1891, the full Board and O. H. Clark, Bridge-Expert, accompanied by J. M. Foss, General Superintendent; A. C. Bonn,

General Road-Master, H. H. Jones, General Superintendent of Bridges and Buildings; and other officials of the railroad company.

In 1893, the road was inspected by Commissioners Davison and Bagley, Clerk Watson and Bridge-Expert Clark, accompanied by the said General Road-Master, General Supt. of Bridges and Buildings and his assistant, N. Nichols, and A. L. Davis, Acting Engineer, and others.

On each of these inspections the roadbed was found to be in good condition and well ballasted, though the police work was found to be delayed at the second inspection,—the reason given for the same being the heavy rain storms and freshets requiring, up to the date of the inspection, the entire working force of the road to take care of more important matters for the safety of public travel.

The track is all steel; 60 lbs. to the yard, excepting from St. Albans to Bolton, a distance of forty-two miles, and from Montpelier Junction to Middlesex, where the track is laid with 72 lbs. steel. Also, new 75 lbs. rails have been laid from Middlesex to Waterbury the present year.

34,000 new ties have been placed on the Central Division the present year. All in all, a good condition of alignment, track system, fencing, crossing signs and cattle guards was found to have been maintained during the last biennial period, and the line has deteriorated in no respect save what may appear hereafter in respect of bridges. The ties are generally sound and in good life, although in some places much worn, owing to the large amount and great weight of the traffic of the road.

Depsots.—The depots as a whole are found adequate and generally well cared for. Those at Northfield and West Hartford demand extensive repairs and better care. Both are wanting in neatness and, as to their closets, they are positively filthy. The attention of the officials of the road is recommended to those having immediate care of the Northfield station. Improvements and repairs have recently been made at several stations, including

those at Montpelier, Waterbury, Jonestown, Richmond, Essex Junction and Milton.

The arrangement and condition of the platforms at several stations render them unsafe.

Crossing Signs.—The crossing signs are found to be all in place at these inspections and the old statutory kind are fast being replaced by the new "Standard" design wherever renewals are made. Highway crossings, in some instances, are found to be poorly planked, the planking being too short, particularly at some crossings where the highway crosses at grade and at an angle.

Fences.—The road is well fenced and twenty-five miles of new woven wire fencing has been put in during the last two years.

Bridges.—While a number of the bridges and trestles on these Divisions have been removed or otherwise improved during the past two years, they do not, as a whole, yet compare favorably with the condition of this road in other respects, and in several cases they are and, while remaining as now found, will continue to be objects of solicitude. They were built for the lighter traffic of former days and have been temporarily "bored up" or strengthened and should be replaced with modern structures of a larger factor of safety at the earliest possible day. In the meantime they should receive the watchful care and attention of those having immediate charge of them.

Among the bridges unfavorably commented upon in the last Biennial Report the following named have been or are now being replaced by new iron, riveted lattice bridges of standard design and of higher factor of safety, to wit:—the North Roylton bridge and the Finley bridge at Bethel, both of which displaced bridges were the original structures, built when the road was built, forty-four years ago; the Dog River bridge; the Bradley bridge near Essex Junction, which is now undergoing a replacing of its southern abutment. The Lull Brook bridge in Hartland, upon which special inspection and report was made and reported

in the last Biennial Report, remains as it then was. The limitation of speed of trains over it, under the order of the company, has, so far as the Board has been able to note, been complied with at all times and the trestle at the South end has been lengthened and the southerly abutment strengthened. For the present, while the speed of all trains is reduced to the minimum of 15 miles an hour, a reasonable safety to the public travel may be attained, although a bridge of a higher factor of safety upon this trunk line is deemed by the Board, under the advice of its several experts, as being the safer course to adopt in the interest of public safety.

The Hedgman trestle in Hapthland which was the subject of criticism in the last Report has been entirely rebuilt, the new structure being in every way adequate to the safety of the service.

The old Howe truss bridge across Mill river in Windsor, which has been "holed up" and re-inforced by arches for years past, has just been replaced by a model, riveted lattice, iron bridge.

The Cornish bridge over the roadway in Windsor village is old, decayed and unsightly, - too low for the convenience of the public travel under it and the street is obstructed by the supporting "braces" of the bridge in such a way as to inconvenience the highway travel. This structure has been criticised before and it is the opinion of the Board that it should be replaced by a suitable bridge at the earliest practicable day.

There are, however, some exceptions to the foregoing general statement, particularly upon the Western Division of this system. Upon that Division the ballast is found to be light in many places and the roadbed not up to the usual practice of good railroading. The track is somewhat uneven; low joints were noticed; and the delay in the cutting of weeds and bushes along the line at the time of the inspection in both years has been explained above. The ties are more decayed and the ditches more shallow and choked with grass and weeds than on any other portion of this main line. The cattle guards are generally the bevelled slot, surface kind, but have not all yet been placed.

All the bridges and trestles are considered safe, except those over the two arms of the lake. The floor system of these bridges is deemed to be below the standard requirements, the outer stringers being too near the margins and the ties are too widely spread. There are no guard timbers or guard rails on either of these long pile bridges. In some places the ties are found to be from a foot to a foot and a half apart. The Jewett bridge has been replaced since the last Report.

In regard to station houses on this Division, they are generally equal to the requirements of the public, with the exception of the one at Swanton which is used jointly with the St. Johnsbury & Lake Champlain Railroad. This is inconvenient, badly arranged, not tidily kept and the amount of passenger traffic here calls for better accommodation for the public. The Board regards the location of this building, between the tracks of the two railroads, as a source of danger and a cause of anxiety as well to the officials of the corporation as to the public, and if a practicable way to remedy this condition can be devised, the Board believes it in the interest of the public that these facts should be remedied.

The criticisms that apply to this Western Division are in no way applicable to the Northern Division which is found fully up to the general statement above recited. A beautiful new depot has been constructed at Highgate since the last Report. It is commodious, attractive and of good design.

Attention is called to the iron bridge across the Missisquoi river, No. 34, at Swanton. The Board is led to question the sufficiency of this bridge for the heavy traffic it has to bear. It is not believed to be of the design or standard of the general bridge system of this corporation.

The abutments of the Swanton road bridge, No. 36, are badly jarred out of place and are held up by numerous questionable supports which, though adequate for temporary use, do not dispense with the necessity of replacing these abutments in the near future.

ADDISON RAILROAD.

Line of Road.—From Leicester Junction (on the Rutland Railroad) to Ticonderoga, N. Y., 15.5 miles, with one mile and a half of sidings. The rails are $6\frac{1}{2}$ miles of steel of 60 lbs. weight and about $9\frac{1}{2}$ miles of wrought iron. Gauge, standard.

History.—Chartered in 1870. Opened, December 1, 1871, and immediately leased to the Rutland road and transferred with the latter under a 20 years' lease to the Central Vermont Railroad Company, and since operated by the management of the last named company, the Rutland Railroad having been leased again for a term of 999 years on December 31st, 1890.

Inspections.—Made September 7th and 8th, 1891, by the full Board and Bridge-Expert Clark, accompanied by L. E. Hoye, Bridge-Master, and E. W. Horner, Road-Master. August 1st, 1892, by Commissioners Davison and Bagley and Bridge-Expert Clark, accompanied by said Hoye; A. L. Davis, Acting Engineer; Jesse Barlett, Division Superintendent; and A. C. Bean, General Road-Master.

The roadbed on this line was found to be improved in its condition since the inspection of two years ago. No considerable ballast, however, has been added and it is much needed. The roadbed is narrow and unsuitable to carry the track system safely in position at all points. Four thousand new ties were laid last year and 2,000 this year, and some steel has replaced the old wrought iron rails.

No considerable repairs have been made on bridges or culverts in the past year.

The "Baldwin Dry Bridge," upon which there has been much comment, is believed to be strong and safe under its last strengthening, but its appearance to the public view is decidedly against it.

The traffic of this road is light, only one train, a mixed, going over it each way daily, and this limited to a speed of not exceeding 15 miles per hour. On this account specific recommenda-

tion for various improvements in its physical condition have been forthcoming as the conditions of public safety are approximated by these provisions.

BRATTLEBORO AND WHITEHALL RAILROAD.

Line of Road. From Brattleboro to North Londonderry,—36 miles, with two miles of sidings. Narrow gauge,—3 feet and seven-eighths.

History.—This road was chartered in 1867 under the name of the West River Railroad Company, and re-chartered in 1876 under its present name. It was leased to the New London Northern Railroad Company before completion in 1880, for a term of 99 years, but it is now operated by the Central Vermont Railroad Company, which leased the New London Northern Railroad, Dec. 1st, 1891, for a term of 99 years.

The road was opened for public travel and business November 3, 1892.

Inspections.—September 9th, 1891, and August 4th, 1892. Made in 1891 by Commissioners Davison and Bagley, Clerk Watson and C. H. Clark, Bridge-Expert, accompanied by J. M. Foss, General Superintendent; E. F. Brooks, Division Superintendent; L. E. Roy, Bridge-Master; Patrick Sheehan, Road-Master.

In 1892, by the same members of the Board, and Bridge-Expert, accompanied by E. F. Brooks, Division Superintendent; James W. Shanks, Road-Master; George Clifford, Division Bridge-Master; Norman Nichols, Assistant Superintendent of Bridges, etc.; and F. E. Boorman, Assistant Road-Master.

Considerable ballasting has been done in the last biennial term. Fifty tons of 40 lbs. steel were laid in 1891, and in 1892, ten car loads of 64 lbs. iron rails. The ties are spaced 2,700 to the mile; 14,000 new ties were laid in 1890 and 1891, and 2,000 new ties were laid in 1892. The ballast has been improved at the North end.

The switches are the old stick kind.

Crossing signs are of the old type but legible.

The ties are generally good; cattle guards and fences are neglected or wholly wanting in many places; the iron is worn and poor in places; the weeds and grass along the roadway are generally mowed.

The "Salmon Hole" deck bridge was rebuilt in 1891. The Danversston bridge has been greatly strengthened by strong arches in the trusses, and the same is considered all right except that the floor beams are not all sound, and that suspension rods have been neglected to be placed in the same.

The Tuttle or High trestle has been filled since the last Report, with a stone culvert for the water way 180 feet in length.

The pile bridge North of West Townsend station, was partially rebuilt last year.

Extensive renewals of floor systems of approved type have been made within the biennial term.

The depots remain unchanged, but are deemed adequate and are not old.

The much needed improvement yet left to be made on this road is the filling of the trestle at the Southerly end of "Salmon Hole" bridge, with a span for the highway underneath.

The consolidated system of steam heat is used on passenger trains.

BURLINGTON AND LANSILLE VALLEY RAILROAD.

Line of Road.—From Burlington to Cambridge Junction, where it connects with the St. Johnsbury and Lake Champlain Railroad. Main line, 26 miles; sidings, 3 miles. The use of that part of the line between Burlington and Essex Junction has been discontinued.

History.—Organized under the general laws of this State February 24, 1873. Construction commenced the same year and finished so as to run trains in 1877; commenced to operate

July 2, 1877. Began running over the Central Vermont line between Burlington and Essex Junction, June 1, 1880. The distance from Essex Junction to Cambridge Junction is 26 miles; the distance from Burlington to Essex Junction on the Central Vermont line is 8 miles. This road was leased to the Central Vermont Railroad Company for a term of 99 years from May 1, 1880, by which said company it is now operated.

Superintend.—Made August 14th, 1891, by the full Board with Charles H. Clark, Bridge-Expert, accompanied by H. H. Jones, General Superintendent of Bridges and Buildings; and John F. Day, Division Road-Master July 14th, 1892, by Commissioner, Davison and Bagley and Clark Watson with Bridge-Expert Clark, accompanied by A. C. Bean, General Road-Master; Messrs. Jones and Day, aforesaid; N. Nichols, Assistant Superintendent of Bridges, etc.; and A. L. Davis, Acting Engineer.

This road is found as before to be wanting in cattle guards in many places. The old pit style of guards have in some instances been replaced with the bevelled slab, surface style. The weeds and bushes on the margin of the road are generally uncult. Three miles of woven wire fencing were built along the road in 1891, and three miles of lattice wirefencing in 1892. The good work in this direction is commended and should be continued until the whole road is fenced. The crossing signs were all found to be up, and, although of old pattern, were adequate. Eight thousand new ties were laid in 1891 and 2,000 more the current year. All new ties laid on this line are spaced 3,000 to the mile, being increased from the old standard of 2,600.

On two and a half miles of the road 56 pounds iron is remaining, one mile of second-hand, 56 pounds steel having been laid since the last Report. The entire line now, with the exception of the two and a half miles of 56 pounds iron, is laid with 56 pounds steel.

The blocking of frogs, switches and guard rails is found to be in compliance with the law and in good condition.

The station houses of this road are deemed sufficient and are generally well kept. The sanitary arrangements are deficient in the extreme.

As a general rule there is much length of trestle on this line for one of its mileage, and but slow renewals have been made in the last two years. Some of these trestle bridges require further and immediate repairs to put them in a reasonably safe condition. These defects were pointed out to the accompanying railroad officials and assurances were given that the specified causes for complaint would be directly removed by repairs, renewals or replacing of such structures as were deemed inadequate and unsafe.

MISSISSOUI VALLEY RAILROAD.

Line of Road.—Extends from St. Albans to Richford, where, by a spur track seven-eighths of a mile in length, it connects with the Canadian Pacific System. The length of the main line is 28 miles, with 3.6 miles of sidings. The track is of standard gauge.

The rails are all steel of 56 pounds weight to the linear yard, with the exception of about 8 miles which are iron.

History.—This road was built in 1873, at a cost of \$720,000. In July, 1883, it was leased to the Directors and Managers of the Vermont Central Railroad Company and subsequently transferred to the Central Vermont Railroad Company upon the reorganization under this name. This latter corporation continued to operate the road until November 15, 1897, when it was surrendered to the mortgage trustees who operated it until December, 1898. The present company was organized in December, 1898, with a capital of \$500,000 issued in exchange for the bonds and coupons surrendered. It was leased to the Central Vermont Railroad Company, July 1, 1898.

Inspection.—Made August 13th, 1891, by the full Board and Bridge-Expert Clark, accompanied by T. M. Deal, Division Superintendent; and Arthur McKinney, Division Road-Master.

Made July 18th, 1899, by Commissioners Davison and Bagley, Clerk Watson and Bridge-Expert Clark, with T. M. Deal, Division Superintendent; A. C. Bean, General Road-Master; H. H. Jones, General Superintendent of Bridges and Buildings; N. Nichols, Assistant; A. L. Davis, Acting Engineer, and Arthur McKinney, Division Road-Master.

The ballast is found to be generally deficient on the whole line. None has been renewed since the last inspection.

The ties are spaced 3,600 to the mile, 4,000 new ones having been laid in 1898. There is great need of large replacements of ties on this line, there being many old ones much decayed.

Cable guards are entirely wanting, except on one crossing at Sheldon Junction.

The crossing signs are old style, which would be well enough if they were legible.

The roadbed, its banks, and the outside roadway between the fences is gone to grass and weeds to an unusual degree. The fences are found to be in fair condition and the stations generally are sufficient for the business of the road and are fairly well cared for.

In the matter of bridges and trestles, the Board notes several instances in which marked improvements have been made since the last Biennial Report, but there still remain some of them where immediate renewals and repairs should be made and the attention of the accompanying officials of the road has been called to the same and the Board is informed that the timber has been provided and the necessary improvements will be forthwith entered upon.

MONTPELIER AND WHITE RIVER RAILROAD

Line of Road.—Montpelier to Williamstown, 18.5 miles; sidings, 4.35 miles. Gauge of road, standard.

History.—Road opened to Barre in 1876, and extended to Williamstown in 1888, and may eventually be continued to a terminus on the White river at Royalton.

Inspection.—The inspection for 1891 was made, October 24th, by Commissioner Bagley, Clerk Watson and Bridge-Expert Clark, accompanied by J. M. Foss, General Superintendent; A. C. Bean, General Road-Master; and J. O. Olmstead, Assistant Bridge-Master.

Inspection for 1892 was made September 1st, by Commissioners Davison and Bagley, and Bridge-Expert Clark, accompanied by A. L. Davis, Acting Engineer; N. Nichols Assistant Superintendent of Bridges and Buildings, and John Daley, Division Road-Master.

This road, like the Barre Railroad which to a considerable extent parallels it, depends upon the granite industry in the towns of Barre and Williamstown for its chief sources of revenue. The portion of the road that was constructed in 1876 is in very good condition as to roadbed, ballast, ties, rails and bridges. The extension to Williamstown was hastily constructed and is by no means in a sufficient state of completion to carry properly any considerable volume of freight and passenger traffic. The large amount of trestle work, which was cheaply constructed for use pending the filling of the wide and deep depressions which it spans, has quite reached the limit of safe usefulness, and, if the openings are not very soon filled with earth, the structures should be entirely rebuilt in the near future. Much filling has been done since the last Biennial Report. The logs, caps and stringers in many instances require renewing this season, to which fact the attention of the bridge department of the road has been called. The floor system of these bridges is very deficient, being of short ties, widely spaced, and not provided with gased flangers or guard rails, and not sufficiently blocked to prevent buckling in event of derailment. The Board is glad to note that many renewals of timber have been made since the inspection of 1891, in compliance with requests then made by the Board, and the Board entertains the expectation that the further needed improvements will be promptly made.

The ties along the line are laid 3,000 to the mile and are generally in good degree of soundness. The rails are of 60 pounds steel between Montpelier and Barre, the remainder of the road, some six miles, being laid principally with 60 pounds iron rails.

Cattle guards are entirely missing on the Williamstown extension, and the attention of the track department has been drawn to the absence of warning signs at two highway grade crossings.

The station buildings are of good design, and sufficient, and are kept in a tidy condition. Station signs have been provided and put in place during the past year.

NEW LONDON NORTHERN RAILROAD.

Line of Road.—From New London, Conn., to Brattleboro, Vt.; 121 miles, of which only 10 miles, South Vernon to Brattleboro, are in Vermont. Sidings, 23.32 miles; 7.5 miles in Vermont. Gauge, standard. Rails, all steel; 58, 60, 72 and 75 pounds to the yard.

History.—This road was leased December 1, 1871, to the Trustees of the Central Vermont Railroad Company for the term of 20 years, the lessees assuming all responsibilities and paying an annual rental of \$150,000 per year in quarterly instalments, with an additional \$15,000 for every \$100,000 of gross earnings in excess of \$300,000. This road has been released for the term of 99 years from Dec. 1st, 1891.

Inspections.—Made September 8th, 1891, by Commissioners Davison and Bagley, Clerk Watson and Bridge-Expert Clark, accompanied by E. F. Brooks, Division Superintendent, and L. E. Ross, Bridge-Master; and August 3rd, 1892, by Commissioners Davison and Bagley, and Bridge-Expert Clark, accompanied by C. F. Spaulding, Division Superintendent; J. W. Sharke, Road-Master, and John Hollins, Bridge-Master.

The roadbed is found to be in good condition and the ties in good life. The track is well aligned and surfaced. Weeds and grass were well cut and kept down in 1891, but neglected

for good cause shown in 1892. The frogs, switches and guard rails are well blocked. The fences are in good condition. The depots are unchanged since the last Report and are found as then, good and ample.

In 1891, seventeen tons of new steel, 12 pounds to the lined yard, were laid, and in 1892, six hundred and eighteen tons of 75 pounds steel were laid; 4,030 ties have been renewed during this term and some split switches, having the standard stands for lights upon them, have been placed. The roadbed, fences and general equipment of the track system are found on both of these inspections, as previously reported, in excellent condition and all well cared for.

The bridges are found to be reasonably safe, and the law in reference to highway crossing signs and blocking is duly observed.

This short link of 10 miles is found to compare favorably with the best in the Central Vermont System.

RUTLAND RAILROAD.

Line of Road.—From Bellows Falls to Burlington, 119.70 miles; sidings and other track, 28 miles. Rails, steel; 60, 72, 74, and 75 pounds weight. Gauge, standard.

History.—Chartered as the Champlain and Connecticut Railroad Company, November 1, 1842. Charter modified in 1847 and name changed to Rutland and Burlington Railroad Company. Opened for travel in 1849. It was taken possession of and operated by the trustees of mortgage bonds in November, 1853.

In 1867 the road was re-organized under the name of the Rutland Railroad Company. In December, 1870, it was leased to the management of the Vermont Central Railroad for 20 years from January 1, 1871, at an agreed annual rental, which lease was subsequently modified and the rental reduced until finally it was agreed that the Central Vermont Railroad Company

should pay for the use of this road and the Addison Railroad a minimum yearly rental of \$250,000 and \$8,000 for organization expenses. It is now operated by the Central Vermont Railroad Company, under a new lease for 999 years from Dec. 31st, 1890, at an annual rental of \$345,000.

Inspections.—Made September 7th and 8th, 1891, by the full Board and Bridge-Expert Clark, accompanied by Jesse Barrett, Division Superintendent; L. E. Roy, Bridge-Master, and E. W. Horner, Road-Master; and August 1st, 2nd and 3rd, 1892, by Commissioners Darlow and Bagley, Clark Watson and Bridge-Expert Clark, accompanied by Jesse Barrett, Division Superintendent; A. C. Bean, General Road-Master of the Central Vermont System; L. E. Roy, Bridge-Master, and A. L. Davis, Acting Engineer.

The condition of the roadbed on this Division is undergoing improvement, especially in the tie system and ballast. The ties are being increased from 2,640 to 3,000 per mile. 36,000 new ties were laid in 1891, and 55,000 in 1892. Aside from the recent large additions of ballast between Burlington and Middlebury, the ballasting on the westerly half is found to be considerably better than upon the west side of the mountain. The gauge of the track appears in many places to be defective and there is considerable uneven track. A new siding has been put in at Bolden's Falls to accommodate the marble interests developed there. Two miles of new sidings, 19 new split switches, 43 new crossing signs, and 7,600 curved braces have been placed in the last year, and 4,000 more of the latter have been ordered for immediate use on this Division.

Bridges No. 40 and No. 43, antiquated structures, have been replaced by new standard iron bridges. The bridges generally on this road, save those of recent construction by Mr. Roy, are too light for the weighty traffic. The "East Creek Bridge" near Rutland, upon which adverse report was made in the last Report, has been dismantled and is about being replaced by a modern iron bridge. Nos. 87 in Ludlow and 99, 100 and 101

in Chester have recently been rebuilt, the new ones being iron of the riveted lattice type, making, with the one at Bellows Falls, seven old bridges replaced by new iron ones during this biennial period.

The Rutland passenger depot is old and dingy, dark and dirty, and the closets are as damp and filthy as they were heretofore reported.

New, split switches, with standard light stands, are being adapted throughout the line. Five depot platforms have been cut down; 30 miles of new woven wire fencing have been constructed in the last year on this Division; 1,180 tons of 75 pounds steel rails have been laid and 150 new whistling posts have been placed the present year. The gauge and alignment of the road throughout have been much improved since the last Report.

CLARENDON AND PITTSFORD RAILROAD.

Line of Road.—The Clarendon and Pittsford Railroad proper extends from Proctor to Pittsford quarries, and also from Proctor to Centre and West Rutland, being 16 miles of main line; 2.52 miles of spurs and branches and .43 of a mile of sidings. The Pittsford and Rutland Railroad, extending from Center Rutland to Rutland,—1.73 miles, and constructed in 1890, is operated by this company. Gauge, standard.

History.—This road was organized under the general laws September 10th, 1891. Two miles of its construction were completed the first year, eight more miles within the next three years and a branch .53 of a mile at the north end since the last Report. This road leased the Pittsford and Rutland Railroad for a term of 15 years from July 2nd, 1890, thereby giving it a direct connection with the Hennington and Rutland Railway at Rutland.

Superintend.—Made May 30th, 1891, by the full Board, accompanied by F. D. Proctor, President; E. B. Morse, Treas-

ures; and Geo. C. Robinson, Superintendent. Inspection of 1892 was made August 9th, by the full Board, and Bridge-Expert Clark, accompanied by the President and Superintendent above named.

This road was constructed for the heaviest class of traffic, which is taken from the great marble quarries in Proctor and Pittsford where its lines terminate. The roadbed and track system are thoroughly made and strong. The rails are all steel, 46, 60, 70 and 72 pounds weight per lineal yard. The bridges are iron, riveted lattice and plate girders.

The roadbed, track and bridge system are kept in good state of repair. The rolling stock consists of three locomotives, sixty-five platform freight cars, and thirty-eight other cars.

CONNECTICUT RIVER SYSTEM.

ASHUELOT RAILROAD.

Idea of Road.—From South Vernon, Vt., to Keene, N. H., 24 miles, of which only .71 of a mile is in this State. Sidings, 3.79 miles; .30 of a mile in Vermont. Gauge, standard.

History.—Chartered December 27th, 1844. Commenced operating January 1st, 1848. Reorganized in 1877, with \$310,000 of capital stock and leased to the Connecticut River Railroad Company on the 1st of April of that year under a 99 years' lease, at an annual rental of 80 per cent of the gross receipts, recently amounting to 8 per cent on the capital stock which is all held by the Connecticut River Railroad Company.

Inspections.—September 8th, 1891, by Commissioners Davison and Bagley, Clerk Watson and C. H. Clark, Bridge-Expert, accompanied by Train-Master Geo. O'Hourke; August 3rd, 1892, by the same Commissioners and Bridge-Expert.

There are no cuts or fills of any prominence on this short reach in Vermont. It is a surface road and has no bridge within this State, except about 150 feet between low water (State line) mark of the Connecticut river and the western abutment of

the Connecticut river bridge, which bridge is iron, constructed not three years ago. The roadbed, ties, and track are in good condition; ballast, alignment, fences, cattle guards and crossing signs are all in good order. The rails are all steel of 56 pounds weight per yard.

Its only depot is in connection with the New London Northern Railroad Company at South Vernon, and it is commodious and neatly kept.

VERMONT VALLEY RAILROAD.

Line of Road.—From Ballows Falls to Brattleboro, 24 miles; double track, 2.60 miles; sidings, 2.08 miles. Gauge, standard. Rails, all steel; 56, 46, 70, and 72 pounds weight per yard.

History.—Chartered November 8, 1848, and commenced operating in 1851. May 13, 1865, passed into the hands of trustees for 19 years at a yearly rental of \$40,000. In January, 1872, this line was transferred to the Railroad Railroad Company by which the road was operated until April 5, 1872. It then became a part of the Connecticut River System, under which it has since been operated.

Inspections.—September 8th, 1891, by Commissioners Davison and Bagley, Clerk Watson and Bridge-Expert Clark, accompanied by J. E. Goodwin, Division Superintendent, and Wm. E. Clark, Road-Master; and August 3rd, 1892, by the same commissions, Clark and Bridge-Expert, accompanied by the same railroad officials.

The roadbed is found to be in first class condition in all respects. The ties are in good life and of good quality and are laid 3,000 to the mile. The bridges generally, including their approaches, are found to be in excellent condition. The rails are all steel, 56 to 72 pounds weight per yard, 100 tons of new rails having been laid last year and 200 tons this year. The cattle guards are all of the beveled slab, surface type. The switches are all either of the Wharton safety, or split-type. The

blocking of the frogs, switches and guard rails is well placed and secured. The fences, composed of strand wire and pickets, are well kept up.

All bridges are of iron and their masonry is first class.

A new siding has been laid during the last year at Westminster station, about three-quarters of a mile in length.

The depots are unchanged in construction and are found in good condition and tastefully kept.

As a whole, no line of road in the State is less open to criticism in its physical condition, equipment and train service for the accommodation of the public, than this.

Its officials undertake and succeed in fulfilling the requirements of the local law in all respects.

DELAWARE AND HUDSON SYSTEM.

SARATOGA DIVISION.

RUTLAND AND WASHINGTON, AND RUTLAND AND WHITEHALL RAILROADS.

Line in Vermont.—From New York State line to Castleton, 4.83 miles and 1.85 miles of side track; and from Rutland to New York State line near Middle Granville, New York, re-entering Vermont near Pawlet station and leaving the State again between Rupert, Vt., and Salem, N. Y., being 46.64 miles of main line in Vermont and 13.95 miles of sidings.

History.—These lines were originally chartered as the Rutland and Washington and the Rutland and Whitehall Railroads, and were leased to the Essex and Saratoga Railroad Company, and, after being operated by the latter company for several years, were on March 1, 1871, leased to the Delaware and Hudson Canal Company with other roads, by which they have since been operated.

Inspection.—Made August 14th, 1891, by Commissioners Davison and Bagley, with Bridge-Expert Charles H. Clark,

accompanied by A. J. Swift, Chief Engineer of the Delaware and Hudson System, and E. C. Blackall, Superintendent of Machinery; and August 9th, 1888, inspection was made by the full Board with C. H. Clark, Bridge-Expert, accompanied by Chief Engineer A. J. Swift, representing the railroad company.

At both of these inspections this road presented to the Board a roadbed, track system, bridge design and construction, and methods of general maintenance of the same in all their details among the best of any company operating a railroad in this State.

The rails are all steel, 15 miles of 75 pounds weight being newly laid, and the rest of the line within the State being of 60 pounds weight. The ties are laid 3,000 to the mile. 400 ties to the mile were removed in 1884, in the main line, with 300 renewals to the mile upon the sidings, all relaid ties being of Georgia pine.

The side tracks all have a local name and are numbered and designated by large and plain signs placed at each. There is a road supervisor to every 40 miles of road, with section divisions of five miles each, six men in summer and three men in winter caring for each of these section divisions. The fences were found to be good, and all cattle guards painted or whitewashed and wing fenced. The bridges are all iron excepting the one at Castleton which is now being replaced with an iron one and also excepting the "East Creek Bridge" at Rutland, which is already dismantled for replacement by an iron one through the joint action of this company and the Central Vermont Railroad Company.

As to station houses, the structures are generally spacious but are not all kept with commendable neatness. Those at Elysville, Pawlet and West Rutland, have closets uncleanly and there is a general lack of care and neatness about them.

FAIR GROUND RAILROAD.

Line of Road.—This road extends from its connection with the Woodstock Railway, about three quarters of a mile north of White River Junction, to the fair grounds of the Connecticut River Valley Association. The length of the main line is .71 mile; sidings, .29 mile.

The track is of standard gauge, and the rails are about one-half new steel and one-half second hand iron, both kinds weighing 56 pounds to the linear yard.

History.—The Fair Ground Railway Company organized under the general railroad law, April 3rd, 1890, built its railroad during the following summer, and commenced operating the same September 1st, 1890.

This railroad was built solely for the purpose of transporting fair exhibits, stock, and passengers from White River Junction, in connection with the Woodstock Railway, for the privilege of running over the line of which company it pays a fixed sum per trip, to the fair grounds of the Connecticut River Valley Association where, from time to time, there are horse breeders' exhibitions, races, and fairs, the Vermont State Fair being held here in alternate years.

Inspections.—The road was not formally inspected by the Board in 1891, although individual members of the Board passed over it separately, making casual observations.

Commissioners Davison and Bagley inspected the road this year, September 3rd. The roadbed and track are in good condition and are well adapted to serve the purposes for which the road was built. The road is well worked, but somewhat deficient in ballast.

The ties are in good life and are spaced 2,800 to the mile. The road has no depot and there is no highway grade crossing on the line.

There is but one small opening on the road requiring a bridge, and this is spanned by a stringer bridge with field-stone walls, and the same is sufficient.

In all other respects not noted above the road is open to little or no criticism.

FITCHBURG SYSTEM.

WESTERN DIVISION.

Line of Road.—From Massachusetts State line, through the town of Fernal, Vt., to New York State line, 6.49 miles, of which 6.19 miles are double track. Sidings, 2.18 miles. Gauge, Standard.

History.—Chartered March 3, 1842. Total length of line operated (including main line, branch lines and leased line) 361.08 miles. This road operates the lines formerly owned and operated by the Troy and Boston and Boston, Housatonic Tunnel and Western Railroad Companies, which were parallel and competing roads.

The Troy and Boston Railroad Company, a New York corporation, was consolidated with the Fitchburg Railroad Company, May 3, 1893, under the laws of New York and Massachusetts.

The Western Division here treated of, chartered as the Southern Vermont Railroad and owned by the Commonwealth of Massachusetts, was previously leased in perpetuity to the Troy and Boston Railroad Company, aforesaid, at an annual rental of \$12,000, and was that part of the Troy and Boston Railroad lying in this State.

The Boston, Housatonic Tunnel and Western Railroad and its leased line, the Troy, Saratoga and Northern Railroad, were purchased by the Fitchburg Railroad Company, June 1, 1893, which now owns and operates the two above mentioned lines in this State as double track.

Inspection.—Made September 10th, 1891, by Commissioners Davison and Bagley, Clerk Watson and Bridge-Expert Clark, accompanied by Joseph Crockett, Division Superintendent; E. A. Smith, Chief Train Dispatcher; and J. H. McManis,

Read-Master; and August 14th, 1892, by the same Commissioners and Assistants, accompanied by John Adams, General Superintendent of the Fitchburg System; and A. S. Cheever, Chief Engineer.

4.75 miles of new 76 pounds steel have been laid on the East bound track within the last year. The roadbed was found in all respects in a first class condition; well ballasted and worked.

The ties are laid 3,000 to the mile, are of chestnut and oak only and are in good life.

The West bound track is laid with steel of 62 pounds weight.

All bridges are iron structures of the link and pin or girder types with the Lathmer re-railing device at the approaches of all long bridges.

The fencing is in good condition.

All switches are of the standard split type with automatic stands. Steel angle bars of 42 pounds weight are in place wherever the 76 pounds rails are laid. The blocking of frogs, switches and guard rails is done and kept in satisfactory condition.

Cattle guards are found at all highway grade crossings, the pit type being still retained.

The two stations on the line within this State, at Fernal and North Fernal, are commodious, ample and well kept.

As a whole, this Vermont link of the great Fitchburg System is not open to unfavorable criticism in any respect.

The officers in charge of its physical condition are well equipped and zealous in their duty.

GRAND TRUNK SYSTEM.

ATLANTIC AND ST. LAWRENCE RAILROAD.

Line of Road.—Extends across the northeast corner of Vermont, from Canada line at Norton to the Connecticut river at Bloomfield, with 30.63 miles of main line and 4.28 miles of sidings in Vermont.

History.—The Atlantic and St. Lawrence Railroad was chartered in Maine, February 10, 1845; in New Hampshire, June 26, 1847; in Vermont, October 27, 1848. Construction was commenced July 4, 1846, and the road was opened from Portland, Maine, to Island Pond, Vt., January 23, 1853. On August 5, 1868, the line was leased to the Grand Trunk Railway Company of Canada for nine hundred and ninety-nine years, the lease assuming all obligations and guaranteeing six per cent on stock, the authority for the lease being an Act of the Maine Legislature, March 29, 1864, and an Act of the New Hampshire Legislature, July 12, 1866.

Inspections.—Made August 24th, 1891, by the full Board and Charles H. Clark, Bridge-Expert, accompanied by John Treman, Assistant Superintendent; and J. Y. Lloyd, Assistant Engineer; and on July 9th, 1892, by Commissioners Davison and Bagley and Bridge-Expert Clark, accompanied by the same officers of the road as in 1891, and by Road-Master W. F. Dearden.

The construction and maintenance of this road is thorough and generally satisfactory. The roadbed is of good width, thoroughly ballasted and drained, with moderate curves and grades. The fencing is as well cared for as the use of the adjoining lands demands, the line passing for many miles through a sparsely populated and wooded territory. Very little criticism should be passed upon the extent to which the bushes and weeds are kept cut. Steel rails weighting 65 pounds to the yard are laid upon ties averaging 2,440 to the mile. The ties are kept in good life, and one mile of new rails was laid during 1892. Heavy angle bars for the rail joints are being substituted for the plank and fish plate joint fastenings heretofore the standard on this line. The masonry along the line is adequate. The principal bridges are of iron and the Board considers them sufficient for present traffic, with the exception of the Cargill and Nulhegan bar and pin bridges which the Board does not consider of a sufficient factor of safety to warrant its unqualified approval in

view of the increasing weight of locomotives and trains that they have to carry.

The highway grade crossings are well provided with cattle guards. No absence of crossing signs was noted, but the signs now in use are antiquated and dingy and should be replaced by the standard sign designated by the Board, under the provisions of Act No. 37 of the Laws of 1888. The station yard limits are well protected by semaphores, and the switch targets are equipped with colored lights. There is a reasonable observance of the law concerning the blocking of switches and frogs. The stations are adequate and properly cared for. The station house at Island Pond has no station sign and one should be provided.

It was observed that the order of the Board, dated February 10, 1899, with reference to setting stop posts, and requiring cars and locomotives to be left standing at suitable distance from the grade crossing near this station, is being faithfully observed.

HOOSAC TUNNEL AND WILMINGTON RAILROAD.

Line of Road.—Extends from Hoosac Tunnel, Mass., on the Fitchburg Railroad, to Wilmington, Vermont, the distance in this State being (from State line to Wilmington), 15.76 miles, with a branch .75 of a mile in length, and two miles of sidings. 13 miles of the main line and one mile of sidings have been constructed within the last year. Gauge, narrow,—3 feet.

Seven miles of track (in Vermont) are laid with 33 pounds steel, and 9 miles with 60 pounds.

Ties are laid from two to two and one-half feet from center to center.

History.—The Hoosac Tunnel and Wilmington Railroad Company was chartered December 28, 1858. The road was constructed from Hoosac Tunnel, Massachusetts, to Readsboro, Vermont, by the Deerfield River Company for the convenience and purpose of transportation of freight from its wood-pulp, paper and lumber mills on the line south of and at Reads-

low. The extension from Readsboro to Wilmington was built by the Deerfield Valley Railroad Company and opened November 4, 1891, and the three companies were consolidated January 1, 1892, under the name of the Hoosac Tunnel and Wilmington Railroad Company.

The capital stock of the consolidated company is two hundred and ten thousand dollars, (\$210,000.)

The funded debt is one hundred and eighty thousand dollars, (\$180,000), in 30 years 5 per cent bonds secured by first mortgage on the property.

Inspections—September 10th, 1891, by Commissioners Davison and Bagley, Clerk Watson, and Bridge-Expert Clark, accompanied by John G. Emerson, General Agent of the Company; and August 5th, 1892, by the same parties except that J. W. Steffer, Assistant Superintendent, represented the railroad company in place of General Agent Emerson.

At the first inspection the road was in operation only to Readsboro. At the second it was completed to Wilmington.

The roadbed on that portion beyond Readsboro, was found to be remarkably good for a line so recently constructed and that part in particular was well ballasted and the ties in good life, all being new. The fences are not yet completed.

The ditching upon the old part of the line between Readsboro and the Massachusetts line is found to be imperfect as compared with the new construction between Readsboro and Wilmington. The blocking of frogs, switches and guard rails has not yet been perfected. The station houses are all adequate to the convenience of the patrons of the road and are well kept. Those at Wilmington and Waltingham are especially excellent in structure, convenience and neatness.

Adds from the bridge in Readsboro village, which is of iron, the bridges are generally stringer bridges on trestle abutments with plank decking. The floor systems have been in some instances replaced, modernized and improved. The guard timbers in some places are galvanized to the ties, but are not generally so.

curely bolted in place so as to prevent their bunching in case of derailment. Several crossing signs were found wanting and cattle guards are not generally supplied. The passenger trains are warmed by common stoves, which, in case of strictly passenger trains, is in violation of the law. No permit for this mode of heating railroad coaches on this road has been asked for or granted.

The Sherman bridge, which was the subject of criticism in the last Report, and to which the attention of the company was called, has undergone some repairs. As a whole, this line of railroad is considered adequate for the purposes for which it was constructed, and a great convenience to the public throughout the beautiful and prosperous valley of the Deerfield river from State line to Wilmington.

Direct highway grade crossings were made in the construction of the northerly part of this line, without the knowledge or approval of the Board, for which there appeared to be no physical necessity, and, upon examination, changes were ordered in three of them so as to avoid these crossings at grade. The orders of the Board have been complied with.

The decision upon the investigation and the order in the premises may be found in Part IV of this Report.

The consent of the Board was sought and had by the company for the establishment of a highway grade crossing in the village of Wilmington. The report upon the investigation of which may be found in Part IV of this Report.

LEBANON SPRINGS RAILROAD.

Line of Road.—From Bennington village to Chatham, N. Y., 38 miles, of which 5.933 miles of main line and .68 miles of siding are in this State. A standard gauge road with 60 lbs. steel rails.

History.—The New York, Rutland and Montreal Railroad Company was chartered in 1883, with a view to consolidate the

Lebanon Springs Railroad Company of New York with the Bennington and Rutland Railroad Company of Vermont. The Lebanon Springs Railroad Company, chartered March 25th, 1852, in New York, constructed and operated this road from 1869 to 1880, when it passed into the hands of a receiver and was foreclosed and sold June 12th, 1885, to certain of its bondholders. The purchasers transferred it to said New York, Rutland and Montreal Railroad Company, and, after being operated by that company for a brief period, it passed again under a receivership and is at present being operated in the interest of the same.

Inspections.—September 10th, 1891, by Commissioners Davison and Bagley, Clerk Watson and Bridge Expert-Clark, accompanied by Geo. H. Burch, Train-Master, representing the company; and August 6th, 1892, by the same Commissioners and Expert with Superintendent E. D. Bennett. This road is largely a surface road with much curve and but little tangent. The roadbed is fair in its original make up, but ballast and care and attention of section men are much needed.

The ties are deficient and decayed; rails are 60 lbs. steel, but owing to the lack of care are considerably out of shape; cattle guards are of the pit pattern with wing fences; and the line fences are wanting in many places along the margin.

The statutory requirement for the blocking of frogs, switches and guard rails is unheeded, nor do the highway crossing signs conform to the standard, save in one case.

The grade crossings are generally well planked. Grass has been cut between the fences at the margins where it was worth the cutting.

The pile bridge in Bennington village should be renewed without unnecessary delay,—at least as to the five bents in its easterly portion, and the caps at the westerly portion,—and a new modern floor system should be supplied throughout this bridge; and the Board recommends the early attention of the parties

operating this road to the necessity of repairs or reconstruction of this bridge in the interests of the public safety.

MAINE CENTRAL SYSTEM.

UPPER COÖS RAILROAD OF VERMONT AND COÖS VALLEY RAILROAD.

Line of Road.—The Upper Coös Railroad of Vermont extends from a point on the Connecticut river near West Stewartstown, N. H., through the northeasterly corner of the town of Canaan, Vt., to the Canadian boundary at Beecher Falls, Vt. Length of main line, 1.6 mile; sidings, .77 mile. Rails, steel, 56 pounds to the yard. Gauge, standard.

The Coös Valley Railroad extends from a point on the Connecticut river near Lancaster, N. H., through the towns of Guildhall, Maidstone, and Brunswick in Vermont to the Connecticut river near North Stratford, N. H. Length of main line 12.25 miles; sidings 1.09 mile. Rails, steel, 67 pounds to the yard. Gauge, standard.

These roads, aggregating 13.85 miles of main line and 1.86 miles of sidings in Vermont, are now operated by the Maine Central Railroad Company, as a portion of its line between Portland, Maine, and Cookshire Junction, Province of Quebec,—where connection is made with the Canadian Pacific Railway; and Dudswell Junction,—where it connects with the Quebec Central Railway. The number of miles of road in the Maine Central System, including 18.6 miles of double track, is 832.36.

History.—The Upper Coös Railroad Company of Vermont was chartered in 1882. Construction was commenced in June, 1888, and the road was opened for business on January 1, 1889. It was leased to the Upper Coös Railroad Company of New Hampshire, May 1, 1890, for 999 years.

The Coös Valley Railroad Company was chartered by the General Assembly of Vermont in 1882, and the charter was extended in 1888. The work of construction was begun in

1890 and the road was first operated in the spring of 1891. This road was also leased to the Upper Coös Railroad Company of New Hampshire, May 1, 1890, for 999 years. The latter road with its leased roads was at the same date and for the same term leased to the Maine Central Railroad Company. The Vermont roads form important links in the Maine Central System.

Inspections.—The inspection for 1891 was made August 6th, by the full Board and Bridge-Expert Clark, together with Arthur Sewall, President; W. A. Allen, Chief Engineer; H. W. Waldron, Division Superintendent; C. E. Bickford, Road-Master, and P. M. Watson, Bridge-Master. In 1892, inspection was made on July 9th, by Commissioners Davison and Bagley, accompanied by Bridge-Expert Clark and Division Superintendent Waldron, Road-Master Bickford, Bridge-Master Watson, and Irving W. Drew, Attorney for the company.

The line in this State has but few cuts and fills of any considerable extent. The work of construction was thoroughly done. The ballasting is liberal, the curves moderate and judiciously elevated, the alignment excellent and all of the details of roadway and superstructure are such as to make this new road one of the safest and best riding roads in Vermont. The ties are laid 2,800 per mile. The fencing, as a whole, is not surpassed on any railroad in Vermont. The station buildings are of attractive design, commodious and well kept, and are provided with station signs. The switches are chiefly of the split or point type and are equipped with switch lights. Some of the yards are protected by semaphore signals. The principal bridges are iron, riveted lattice and are standard in every respect. Where there is any danger of a train man coming in contact with a bridge when standing erect upon the top of a car, a suitable "tell-tale" device is so placed as to give him timely notice of the impending danger. Warning signs and surface cattle guards are in place at all highway grade crossings. In the construction of the Coös Valley Railroad, the requirements of Section 1 of

Act No. 21 of the Laws of 1888, were disregarded by the corporation. Extensive changes were made in a main highway and three crossings were constructed at grade in the town of Maidstone; and the highway was altered for a distance of $1\frac{1}{4}$ mile, and five public crossings were established at grade in the town of Guildhall, without the knowledge and consent of the Board. The attention of the Legislature is elsewhere called to the foregoing and to other violations of said Act.

MONTPELIER AND WELLS RIVER RAILROAD.

Line of Road.—Main line from Montpelier to Wells River, 38.20 miles; Barre Branch from Barre Transfer to the northern terminus of the Barre Railroad in Barre, 3.80 miles; and 1.50 mile of double track. Sidings, 7.50 miles. Gauge, standard. Rails, steel; 22 miles being of 60 pounds, and the remainder of 56 pounds weight per lineal yard.

History.—Chartered Nov. 6, 1867. Road opened Nov. 24, 1873. The original capital stock was \$400,000. Subsequently the road was bonded for \$800,000, but the interest on the bonds being defaulted for several years, the bondholders foreclosed and took possession of the road and put the same into the hands of trustees, March 1, 1876. The company was re-organized Jan. 1, 1877, the face of the bonds that were foreclosed being made the capital stock.

The Barre Branch Railroad was organized under the general law in 1888, with a capital stock of \$80,000; was constructed in 1889, and upon completion was leased to the Montpelier and Wells River Railroad, June 1, 1889, at an annual rental of \$4,800.

Inspections.—The inspection for 1891 was made, Sept. 23rd, by Commissioners Pingree and Bagley, Clerk Watson and Bridge-Expert Clark, accompanied by F. W. Morse, General Passenger Agent; F. E. Dodge, Road-Master; and C. F. Robinson, Bridge-Master. Inspection for 1892 was made, August 27th, by Commissioners Davison and Bagley, together with the same officers

of the road, with the addition of W. A. Stowell, General Manager.

Notwithstanding the fact that this road has to a considerable extent shared the current general improvement in railroad maintenance, much is needed to be done to make it a standard road, particularly in the matter of the sharpness of some of the curves and the factor of safety of some of the bridges, when the same are considered in connection with the high rate of speed at which some of the passenger trains are run. During the last two years a number of the curves have been reduced and several bridges have been extensively strengthened and improved.

Nearly all of the bridges are now provided with a fairly good floorsystem. The through bridges are all of wood, of the single, pin lattice class, and, although in some instances re-inforcement by arches or "horses" has been provided, the structures are deemed light and not up to the requirements of the traffic of today. The deck bridge near Wells River is one to which the Board would especially call attention, not only with respect to the general construction and condition of the bridge proper, but also as to the narrow and not sufficiently protected approaches which are abruptly reached from around curves through cuts at either end of the bridge. The structural and strengthening effect of this bridge is an object of special solicitude on the part of the Board, after several examinations with experts.

The road is generally in good ballast, and reasonable attention is paid to the ditching. The fencing is as thoroughly provided and cared for as is necessary. Cattle guards of the pit style, and suitable warning signs, are provided at all public crossings. The cutting of weeds and brush along the right of way is somewhat neglected. The station buildings are of plain design and cheap construction, but well kept and sufficient. A little more than the ordinary renewal of ties is being made and they are being thickened up to 18 and 20 inches, centers, instead of 22 inches, as originally laid. Three and one-half miles of new 60 pounds steel rails have been laid during 1891-92. The company

has recently equipped its passenger engines and cars with the McElroy Commingler System of steam heating, which has been used on the road during one season and has been found a practicable and satisfactory method.

WOODSTOCK RAILWAY.

Line of Road.—From White River Junction to Woodstock, 14 miles with .79 of a mile of sidings. Gauge, standard. Rails, iron and steel weighing 56 pounds per lineal yard.

History.—The Woodstock Railroad Company was chartered by the Legislature of Vermont, October 30, 1863. Owing to a failure to procure subscriptions to the capital stock sufficient to justify the directors in commencing work upon the road there was some delay in the construction and it was not begun until April 21, 1868. The original contractors failed in 1870, before their work of construction was finished, and this embarrassment, together with delay in getting the road bonded for \$250,000, still further postponed the completion of the road. The construction was finally finished to an extent so that the road could be operated, and was opened for travel September 29, 1875.

The road is surveyed from White River Junction to Rutland, and the time for the construction of the whole line has four times been extended by the General Assembly, the last time August 27th, 1891.

The cost of the road thus far, as evidenced by its stock and bonds, has been \$509,000. The capital stock, which had only a nominal value, was \$259,000. The funded debt was \$250,000 in first mortgage, seven per cent bonds, the interest upon which was guaranteed and paid by the town of Woodstock. These bonds matured April 15, 1890, and the road passed into the hands of the bondholders.

The company was reorganized July 1, 1890, under the name of the Woodstock Railway Company, but the management remains practically the same as before.

Inspections.—Made June 4th, 1891, by Commissioners Davison and Bagley; August 4th, 1892, by Commissioner Pingree.

At both of these inspections this road was found in good condition for the light traffic and trains which pass over it, and it is reasonably well ballasted throughout. It is well adjusted and there are few curves of any sharpness. It was originally laid with wrought iron rails, but all renewals are being laid in steel. Already about four miles of steel have been placed. The rails are but little worn owing to the inconsiderable traffic and therefore remain in good condition. The ties are generally cedar and hemlock, spaced 2,400 to the mile, and are kept properly renewed.

Cattle guards are generally wanting, as heretofore reported. Where there are no pit guards constructed, the standard, bevelled slat, surface guard or its equivalent should be provided.

The crossing signs are of the old type, but are legible.

There are generally good fences on this line wherever necessary. The cutting of weeds, grasses and bushes is found to have been neglected much of the way along the line.

The only bridge of considerable length on the road is that across the Quechee Gulf in Hartford, which is a wooden, Howe truss, deck bridge, with arches and lateral stays, too light for heavy traffic, but adequate for the light loads hauled on this road. This bridge is well provided with modern floor system and secured floor timbers and the inside safety guard rails have also been added. The abutments are of solid, substantial masonry. It is carefully looked after and inspected every two months. Frogs, switches and guard rails are blocked in compliance with the law.

The trains run on this road are generally mixed and the passenger cars are heated by common stoves.

PART III.

SPECIAL REPORTS ON
ACCIDENTS

AND STATEMENTS OF ACCIDENT INQUIRIES.

SPECIAL REPORTS ON ACCIDENTS.

ACCIDENT NEAR BRADFORD,

AUGUST 12, 1890.

*In the Matter of the Accident to W. H. Daniels at Bradford,
August 12, 1890.*

This accident was investigated by the Board, upon due notice to the parties interested, at Lyndonville, August 26, 1890, pursuant to the recommendation of Commissioner Fletcher who had previously made informal preliminary inquiry as to the cause of the accident.

There were present at the investigation Commissioners Ormsbee and Fletcher and Clerk Watson; and the railroad corporation was represented by H. E. Folsom, Superintendent of the Passumpsic Division of the Boston and Maine Railroad. The State's Attorney of Orange County was notified but did not appear.

The testimony taken at this investigation shows that through freight train, No. 11, bound north, passed Bradford station, August 12, 1890, at about 1 o'clock P. M., the conductor of the train being W. H. Daniels of Lyndonville, Vt. A short distance north of the freight depot at Bradford there is an elevated water tank standing on the west side of the railroad track, and the spout of this tank, which is used in supplying engines with water from said tank, could be thrown up so as to stand almost upright in a line at right angles with the railroad track, or could be swung around away from the track.

When No. 11 train was passing this water tank its speed was about eight miles per hour, and Conductor Daniels and forward brakeman, John N. Oliver, stood on the fifth or sixth car from the engine.

It appeared that the spout of the water tank was so balanced in being hung that it would remain in such position as it might be put by a trainman who might use it. Whoever used this spout last previous to this accident threw it back in a line at right angles with the track instead of turning it around away from it. The testimony does not fix the fact satisfactorily as to whether the spout was thrown back as far as it could be or ought to be.

The car upon which Daniels and the forward brakeman stood at the time of the accident was an ordinary Passumpsic car, No. 804. The brakeman stood near the front end with one foot on the running board and the other on the west side thereof, while Daniels stood on the west side of the car, with his back towards the engine, taking the number of the car following. When the water tank was reached he was struck by the spout, on the right side of his head, and knocked between the cars but fell outside the rails. His head, side, arm and hip were injured, although not seriously.

It is the conclusion of the Board that the spout of the water tank in question was not thrown back so far as it ought to have been, and that Daniels contributed to the accident through his negligence in standing on the side of the car, instead of upon the walking board thereof, with his back towards the engine, unmindful of what was ahead. It appears that the water tank and its spout are so constructed that, if trainmen using the same will exercise due prudence and perform their duty in this connection, as might reasonably be expected of them, the same will afford no means contributing to an accident like this one.

By the Board,

ALFRED E. WATSON, *Clerk.*

ACCIDENT ON LONDON GRADE CROSSING AT
RUTLAND,

OCTOBER 9, 1890.

In the Matter of the Accident to Mrs. William Bragg on the so-called "London Crossing" in the Railroad Yard at Rutland, October 9, 1890.

In pursuance of the suggestions of Commissioner Ormsbee who made preliminary inquiry into the cause of this accident, under date of October 20, 1890, upon due notice to the State's Attorney of Rutland County and to the Central Vermont Railroad Company, this case was investigated, the evidence of witnesses was taken and the said "London Crossing" was visited and examined by the full Board at Rutland, November 4, 1890.

As the result of such examination and hearing, the Board finds that Mrs. Bragg was struck by the engine of the regular passenger train of the Delaware and Hudson Canal Company on the evening of October 9, 1890, at about 8 o'clock, at the so-called "London Crossing" in the village of Rutland ;

That Mrs. Bragg was crossing the railroad track at said point on foot when so struck, and that another train had just passed over said crossing, which Mrs. Bragg was watching when she was struck and severely though not fatally injured ;

That the train was an in-coming one and was running at a speed of from six to eight miles per hour.

And the Board finds that no one of the trainmen of said train was at fault as to this accident ; and, also, that Mrs. Bragg was free from negligence or carelessness, unless it might be said that she was wanting in the exercise of extreme caution.

The Board finds that this accident is, as a general proposition, chargeable to the very dangerous character of the crossing where it occurred, and reference is hereby made to the comments and decision of the Board in the case of the fatal acci-

dent to Dewitt Germond, who was killed at the same crossing by a passing train on October 16, 1890.

By the Board,

ALFRED E. WATSON, *Clerk.*

FATAL ACCIDENT ON LANDON GRADE CROSSING AT RUTLAND,

OCTOBER 16, 1890.

*In the Matter of the Fatal Accident to Dewitt Germond at the
Landon Grade Crossing in the Village of Rutland, Oc-
tober 16, 1890.*

This accident occurred at about 10:15 A. M., on the above named date, and was inquired into by the full Board at Rutland, November 4, 1890, upon notice to the State's Attorney of Rutland County and the Central Vermont Railroad Company, and a full hearing was had in the premises. The Board was attended at said hearing by said State's Attorney and by several of the officials of said Railroad Company.

The findings of the Board in the premises are as follows :

The crossing where this accident occurred is a highway grade crossing, and is the first highway crossing north of the passenger depot in the Village of Rutland, and is known as the "Landon Crossing."

The highway over this crossing accommodates and is the avenue of a very large amount of travel of all kinds. There are eleven railroad tracks at this point, which tracks, or some of them, are in almost constant use for several hours of each day—Sunday excepted—and are in frequent use at all hours, day and night.

The crossing is in fact in the yard of two railroads,—that of the Rutland Railroad, and the Rutland terminus of the Delaware and Hudson Canal Company. The numerous tracks are

used not only for the running of many regular trains, but also in the shifting incident to making up the numerous trains of the two railroads named, and the crossing has only one flagman as a guard against accidents, and this only from 7 A. M., to 6 P. M.

Just prior to this accident the crossing was occupied by a shifting engine and cars on the tracks of the Delaware and Hudson Canal Company,—or rather the tracks of the Rutland Railroad in use by the Delaware and Hudson Canal Company—moving south, and Mr. Germond was waiting on the west side of the tracks for it to pass. When it had moved out of his way he drove his team upon and across a portion of the tracks to near the position of the flagman, at about the center of these several tracks, when the flagman tried to stop him and called upon him repeatedly to stop to avoid an engine which at that time was in view of the flagman and also Mr. Germond, and backing towards the crossing from the south on the more easterly tracks which are used by the Central Vermont Railroad Company. At this point of time this approaching engine was about one hundred and fifty feet away, and the point where the accident subsequently occurred was about thirty-five feet away.

The flagman made every possible effort to stop the team, and to warn Mr. Germond of the approaching danger, but for some unaccountable reason he kept on, and in fact urged his horse forward, until struck by the engine and received injuries from which he died that evening.

The Board is unable to find that the flagman was in fault or negligent, or that there was any fault or want of care or prudence in the running or management of the engine which struck Mr. Germond, but does find that the direct and immediate cause of the accident was the disregard or blindness of Mr. Germond to the danger of which he was repeatedly warned.

In connection with this case and the disposition of it, the Board is moved to say, that this crossing is, in its opinion, by far the most dangerous to highway travel of any in the State,

and that to its dangerous character may be charged this accident, in a measure; and that, therefore, to a certain extent, the railroad company controlling the tracks at this point, and the citizens generally of the community where the accident occurred are more or less morally responsible for it, for it is clear to the Board that by their action or intervention greater safeguards against accidents at this place should have been established long ago, and even careless or heedless travelers compelled to observe them.

Since this accident occurred, the Board has, of its own motion, initiated proceedings to the end that this dangerous grade crossing may be closed, if, upon examination and inquiry and a consideration of the many questions involved in the matter, this shall seem best.

And the Board has received, heard and considered a petition under Act No. 26 of the Laws of 1888, asking for additional safeguards at said crossing, upon which its conclusions will be promulgated at once.

By the Board,

ALFRED E. WATSON, *Clerk.*

FATAL ACCIDENT NEAR WEST RUTLAND,

DECEMBER 4TH, 1890.

In the Matter of the Accident on the Delaware & Hudson Canal Company Railroad, near West Rutland, December 4th, 1890, resulting in the death of Michael Maher.

The usual preliminary inquiry into the cause of this accident was made on December 8th, 1890, by Commissioner Bagley, and upon his report a formal hearing was held by the full Board at Rutland, on May 22d, 1891, after due notice to all parties interested. State's Attorney William H. Preston

appeared in behalf of the State, Percival W. Clement, Esq., for the corporation, and Patrick M. Meldon, Esq., as attorney for the family of the deceased.

These facts appear in the case: The deceased was in the employ of the Delaware and Hudson Canal Company as a track-walker and he had been so employed for eighteen years. His duty was to examine the track between the Rutland yard and a point some two miles west of West Rutland depot every night. It was his custom to begin his walk about six o'clock, p. m., and, after meeting the track-walker from Castleton at their shanty about midway between West Rutland and Castleton and there awaiting the passing by of certain trains, to return to his home at Center Rutland usually reaching home about midnight. On the night of the accident his family became alarmed by his non-appearance and about three o'clock in the morning one of his sons was sent to search for Mr. Haher. About four o'clock the young man found the dead body of his father lying outside the track at a point about one and one half miles west of West Rutland, the head just outside the north rail, and the body at right angles with the track. He found his father's lantern twenty-five feet farther west.

Mr. Haher had started from the West Rutland depot in the direction of Castleton at about a quarter past seven o'clock, p. m., and soon after the Grand Army special train from Rutland to Poultney passed West Rutland. He was due to meet the Castleton track-walker, William Callahan, at their shanty about eight o'clock, Mr. Callahan generally reaching the shanty about five minutes ahead of Mr. Haher, and until that night they had never failed to meet there as indicated, except, perhaps, on Sunday nights when there were but few if any trains over the road. They would wait together at the shanty about half an hour—occasionally for several hours—and then return to their respective homes. On the night in question Mr. Callahan waited for the trains until about nine o'clock, or

about an hour in all, and then went home without seeing or hearing anything of Mr. Haher, there being no rule that would require him to wait any longer. The only trains which passed over that portion of the road subsequent to the time Mr. Haher was last seen at the West Rutland depot and before he failed to make his usual appearance at the shanty, were east-bound freight train No. 47 and west-bound extra engine No. 265. Train No. 47 reached Rutland at 7.45 p. m., and must have met Mr. Haher not far from West Rutland. It is stated that Mr. Conniff, the engineer of the forward locomotive on this train, saw Mr. Haher and passed him all right a short distance west of West Rutland village. The engine No. 265 was a "pusher" which had helped train No. 47 past Center Rutland, and returned "extra" to Whitehall, leaving the former station at 7.36 p. m. At about 7.45 it would reach the locality where the body was found, and, at that hour, Mr. Haher had just about time to complete the remainder of his distance and meet Mr. Callahan as was customary.

The engineer of this engine, Amos E. Root, testified, that on his return trip he saw a man on the track with a lantern, some distance west of West Rutland, and did not notice but that they passed him all right. He does not know whether the engine hit the man. Two miles east of Castleton he noticed another man on the track with a lantern, who stepped off on the engineer's side, and Mr. Root saw that they passed him all right. The fireman, Jesse D. Snow, testified that he saw two men carrying lanterns on the roadbed between West Rutland and Castleton. The first man was about a mile and a half west of West Rutland, and on the north side of the track. This distance indicates the location where young Haher found his father's body. Mr. Snow thought he saw the man after the engine passed him, but is unable to say whether his engine struck the man or not. He saw a light beside the track after they passed the spot, which he thinks may have been the lantern or a coal from the locomotive. The next man Mr. Snow

saw was at a point about one mile farther west. This man stood on the south side of the track and raised his lantern as the engine went by. This man appears to have been Mr. Callahan, as he states that he raised his lantern when he met the "pusher" in that vicinity.

The Board has carefully considered all the evidence in the case, and, although there were eight trains besides the "pusher," engine No. 265, over the road between the time Mr. Maher started west from West Rutland and the time his son found the body, we are forced to the conclusion that Mr. Maher was struck and killed by said engine.

It is not clear but that all the employes observed the regulations of the company, but it is difficult to understand how so many trains could pass over the road after the accident and none of the enginemen have noticed the body beside the track. Mr. Root's engine was running about twenty miles per hour at the time of the accident, and was backing. The rules of the company specify, that "each train running after sunset, or when obscured by fog or other cause, must display the head-light in front"; and, "an engine without cars, in service on the road, shall be considered a train." It is stated that when running backwards the tender is treated as the front end of the engine, and it would seem that the light should be displayed at the preceding end of the tender. An ordinary railroad lantern, lighted, was so displayed at the time of the accident, and the large head-light at the usual place on the engine was also burning. It does not appear whether the lantern on the tender was carried as a substitute for "the head-light in front," or in compliance with another rule which requires all extra trains to display two white lights by night "on the front of an engine" to "denote that the train is an extra."

There were no public crossings within two miles or so in either direction from the scene of the accident, and ordinarily there would be no occasion to sound the whistle or ring the bell for a distance of some four miles.

Especial care should have been taken on the part of the engineman because the locomotive was backing,—a method of running which should not be tolerated on the main line, except in cases of urgent necessity. No such emergency existed on the night of the accident. The reason given for backing was, that there was no opportunity to turn the engine until it got back to Castleton. It pushed train No. 47 up the grade between Centre Rutland and Rutland, and by continuing along something like a mile farther, it could have been run upon a turn-table in Rutland and turned around and run in the regular manner and with greater safety to the public at grade crossings, and with less danger to trespassers and employes upon the track, not to emphasize the additional security to train men and to the railroad property.

Approved railroad practice requires that a good head-light, brightly burning, be carried at the front of every train or engine running after dark. Prudence demands that a similar appliance be used upon the tenders of engines running backward in the night. We are informed that such regulations have been established by legislative enactment in some States. An ordinary hand lantern by no means answers the purpose of a standard head-light. The lantern enables the enginemen to see only a few feet in advance and does not give them adequate opportunity to detect imperfections in the roadbed and rails, or obstructions upon the track; nor does it give persons upon or about to cross the track that additional warning of the approach of a train which the reflection from a regular, well cared for, head-light affords.

The excuse that there was no opportunity to turn the engine does not avail, for it could have been turned at a slight expenditure of time and fuel and which would have been of trivial consideration as compared with the value of life of the most humble employe or citizen. And even though the facilities for turning had been much less accessible, the company could not be held blameless. The freight traffic from Whitehall toward

Rutland compels the use of a "pusher" or a second engine in some part of a train almost daily and perhaps several times a day, and if such helping engines could not be turned before returning they should be equipped with proper head-lights for each end.

If it is not practicable to use a certain engine or engines regularly, spare head-lights should be provided and kept where they may be transferred to other engines as necessity may demand.

The Delaware and Hudson Company has taken the precaution to equip with a head-light at each end some of its power that is liable to be run in either direction, and such necessity is recognized and provided for on many other railroads. But we do not learn that any of the engines employed in the extra service between Whitehall and Rutland are so equipped. There is no proof that Engineer Root was instructed or expected to do any differently than he did do, and we therefore find him blameless as to running backward and without a suitable head-light at the front of the tender. We find the Delaware and Hudson Canal Company censurable for allowing such a practice to go on, and it is blameworthy to a certain degree because of its disregard of the spirit of the recommendation of a former Board, in the case of the fatal accident to Henry Bowers at Fair Haven on March 16, 1887,—Vermont Railroad Commissioners' Report, 1888, p. 106.—We have no knowledge that the company has not complied with the letter of the recommendation so far as requiring the helping engines to be turned at Castleton before returning to Whitehall, but it should have observed the spirit of the recommendation and either provided such engines with a head-light for the tender, or not allowed them to run backward after dark over any portion of its main line in Vermont.

There is some evidence that Mr. Haher was either absent-minded or hard of hearing. The night of the accident was cold and windy, and he had his head and neck more or less enveloped in a large cap and wraps. It is probable that he did not hear

the approach of the engine, there being no occasion to sound the whistle or ring the bell for crossings in that region, nor to work much steam to move the empty locomotive at the moderate rate of speed over the nearly level track. Neither did he perceive the jar of the engine, the ground being covered with snow, and he had no warning of its proximity until it struck him, or, possibly, not until he saw the faint glimmer of the lantern, but not in season to get out of the way. If he had been given the benefit of the stronger light from a head-light, the sense of sight would have been very strongly appealed to, and it is fair to assume that he might have noticed the reflection upon the road-bed in ample season to have avoided the accident.

We are not prepared to say that Mr. Maher was not in a measure guilty of contributory negligence. He must have met the pusher on its way to Rutland at the rear of the train No. 47, and he might have known that it and other extras were liable to pass over the road at any hour. His long experience as a track-walker should have put him on his guard against the approach of trains at any time. He was fully cognizant of the perils and responsibilities of the position, and in assuming the duties he to some extent took his life into his own hands.

Persons walking on a railroad track away from a crossing, whether they are trespassers or employes in the discharge of their duties, are proverbially careless at the approach of trains, and cause great anxiety and annoyance to conscientious trainmen. They remain upon the track, where it is better walking, until or past the last moment of safety, and the engineer is left in doubt as to whether or not the person is aware of the approach of the train and will get out of the way. With the vast number of people walking upon the tracks of our railways, it would be impracticable for the engineers to see them all and be absolutely certain that the persons will surely take themselves out of the way of danger; it would necessitate a pandemonium of noise and a delay to travel and traffic from which the general public would most earnestly revolt. Trainmen are bound only

to a modified extent to keep a lookout for such persons, but if seen should exercise reasonable care to avoid their injury. It is not unreasonable for the public to expect railroad corporations to provide, and require their intelligent and faithful use by all employes, all the approved warning signs, whistles, bells, lights and such other appliances and methods as the combined experience of railroad managers and a spirit of humanity and liberality shall show to be desirable, in order to enable the corporation to do its full share in protecting the life and property not only of the ignorant and unexperienced, but also of the intelligent but thoughtless or wilfully negligent, whether he be employe or citizen, or upon the tracks legally or as a trespasser.

The Board recommends that said Delaware and Hudson Canal Company issue orders to the effect that except in case of emergency no engine shall be run backward after dark, without carrying a brightly burning standard head-light upon the advance end of the tender ; that such of its engines as may be used more or less regularly in the extra or pushing service be at once equipped with a proper head-light upon the tender as well as upon the front of the locomotive ; and that arrangements be made so that a suitable head-light can conveniently be had and placed on the tender of other locomotives that may be from time to time temporarily required to be run backward in the night.

It is expected that the foregoing recommendations will be carried into effect forthwith as to all locomotives of said company that may be used on any portion of its main line in Vermont.

By the Board,

ALFRED E. WATSON, *Clerk.*

DERAILMENT NEAR SHELDON,

FEBRUARY 27TH, 1891.

In the Matter of the Derailment Accident on the Missisquoi Division of the Central Vermont Railroad, near Sheldon, February 27th, 1891.

Upon consideration of testimony taken in this case by Commissioner Pingree upon preliminary inquiry, the Board deemed that an investigation was advisable, and the same was ordered and had, on due notice to the railroad corporation and others interested, at St. Albans, April 30th, 1891.

The facts, upon the testimony and an examination of the premises, are as follows :—

The mail train from Richford to St. Albans, over the Missisquoi Division of the Central Vermont Railroad, passed Sheldon Junction at 10:04 a. m., February 27th, 1891, being about on time. It consisted of an engine, combination car—baggage, mail and smoker—and one day coach with nine passengers in all and six men on duty in charge of the road, train, mail and express, and was running at the time of the accident at a speed of twelve to twenty miles an hour.

At a point about fifty-six feet east of a bridge of fifteen feet span over a small stream, the two cars left the rails and bounded along on the ties and across this bridge, and, at about one hundred and fifty feet beyond the bridge,—south—they were tipped to the right, falling down the low embankment and stopping with the upper right side angle lowest down with the passengers generally tumbled into that portion of the car.

No serious injury appeared, from the testimony before the Board, to have been sustained by any of the passengers or trainmen, although most of them were thoroughly shaken up and some received slight injuries.

It appeared that at the instant the derailment was noticed several hands reached for the alarm bell cord and the automatic

brakes were applied at once. The cars were disconnected from the engine and veering to the right impacted against the gravel composing the fill, and the forward motion had ceased before they tipped over.

The train was warmed by locomotive steam and hence all fire danger was eliminated instantly upon the separation of the cars from the engine.

The cause of the derailment was found to be the breaking of an eight foot piece of rail which was located in the "rear side of the switch" which is just west of the point where the trucks left the iron.

The ball of this section of rail for twelve inches in length next to the joint where the fish plates bound it to the next rail was broken off clean, and the throat of the rail was also broken between the fish plates and the ball, near the end of the fish plates. Only a part of this break was new or recent as was apparent from an inspection of the iron, and as the testimony of witnesses who examined it at the time of the accident tended to show. A part of it was new as was apparent from the bright, fresh appearance of the metal where broken.

The testimony of witnesses tended to show, and the indications upon the broken iron tended to confirm it, that the throat of this section of rail, directly under and concealed from view by the fish plates, had been breaking by degrees for a long time by the hammering of the wheels over it,—the rail at this point having a structural defect or flaw in it, caused by bad hammering or an imperfect welding at the time it was made. It was an iron rail of the weight of fifty-six pounds to the lineal yard.

The engine passing over this joint that morning probably finished the break but escaped derailment, while the tender following left the rails at this break as well as the cars behind it but they became separated by the working up of the coupling pin in the process and the jolting of all on the ties.

The Board finds that this accident was caused by the break-

ing of this rail ; that the rail, by the long continued impaction of the wheels over it finally yielding at this time so that the ball having no sustaining throat beneath it, broke and let the tender and cars upon the ties and the accident followed; that the defect or flaw in the rail was structural and internal, so that the same could not be discovered in any of the stages of gradual breaking, without removing the fish plates for inspecting it.

The traffic and rolling stock over this road are comparatively light and the trains are short and few. This line of road is twenty-eight miles long and the rails are steel, weighing 56 pounds to the lineal yard, except about ten miles.

This accident occurred at a point where there was a wrought iron rail. Steel rails are less liable to defects than iron,—the process of hammering in the shaping and welding the parts of iron of which they are composed being far more liable to leave hidden defects than comes of the process of rolling the rail entire from the bloom.

The age of service of this piece of rail could not be ascertained but it was placed here some three years before the accident.

The process of displacing these iron rails and relaying this line with steel has progressed gradually year by year since the first inspection of the road by the Board, and there is good promise soon of an all steel line, which the Board earnestly recommends.

By the Board,

ALFRED E. WATSON, *Clerk.*

ACCIDENT AT WHITE RIVER JUNCTION,

APRIL 8th, 1891.

*In the Matter of the Accident to Mrs. Loring D. Brown, at
White River Junction, April 8th, 1891.*

This accident was seasonably inquired into by Commissioner Davison, and testimony was taken by him and Clerk Watson. From a consideration thereof an investigation was deemed advisable in the interest of the public, and the same was had by the Board at White River Junction, June 3rd and 4th, 1891, upon due notice to the State's Attorney, the Railroad Company and others interested.

It appeared that Mrs. Brown, of Lyndon, Vt., the victim of this accident, in company with her husband and three young children, was a passenger on the night mail train, No. 68, on the Concord Division of the Boston & Maine Railroad, and, on the arrival at White River Junction, April 8th, 1891, at 12.20 o'clock a. m., while attempting to leave the train, fell beneath the cars and had both of her feet crushed so as to require the amputation of most of one of them.

For the purpose of indicating the causes that resulted in this serious accident, an understanding of the manner of operating the passenger trains from the Concord Division on arriving at this terminal becomes necessary.

The distance between the track of the Passumpsic Division of the Boston & Maine Railroad,—which is here crossed by the Concord Division,—and the Central Vermont Railroad track is only about five cars length, so that when a train of six cars, or five cars, one of which is a sleeper, enters this space the rear car obstructs the trunk line of the Passumpsic road, and necessitates a cutting apart of the train at once so as to leave that track clear. In order to do this the train is drawn up opposite the depot and platform so as to clear the switch in its rear, and then the rear car,—or more if the train has over five

cars,—is set back on the siding and left there while the forward part of the train is hauled up again to the platform in front of the depot for the discharge of passengers, mail, express and baggage. The limited stretch of the Concord Division track here between the Passumpsic Division and the Central Vermont Railroad tracks, as the switches and tracks were before and until this accident occurred, required this manner of operating the train, as the testimony tended to show.

The train could draw in so as to clear the east switch in its rear, but, if it remained there for the discharge of its passengers etc., it would stand either with its engine on the Central Vermont Railroad main line, or with its rear end standing over the Passumpsic main line, or, in case of a long train, both of these conditions would be involved,—neither of which would be safe, but both very dangerous on account of the liability of side collisions from other trains on these main lines. Besides, the northerly point of the platform does not extend far enough to make it practicable to unload the baggage, mail and express upon it, if the train be fully drawn up. Hence, the method has been practiced of hauling up so as to clear the westerly switch of the Concord Division track and setting back one or more of the rear cars of the train,—which are usually sleepers and do not often contain passengers who have occasion to alight at this station,—upon the siding, and then returning the forward part of the train to the platform and depot before announcing the station to passengers.

It was while this movement was going on that this accident occurred. The train drew in and stopped, the rear car,—a sleeper with passengers at rest in it,—spanning the Passumpsic Division main line. As soon as the train stopped the switch in its rear was thrown over and the motion given by the conductor to set back to the side track the sleeper according to custom. The station was not yet announced by any one.

Mrs. Brown and her husband were acquainted with the station and both understood that they were to change cars at this

junction from the Central Vermont car which they were in to the Passumpsic car which would soon leave on that road, as they were returning from Boston to their home near Lyndonville. They had not been transferred to the Passumpsic car before arriving at this point because they were in pleasanter quarters in the car which they came in, the Passumpsic car containing largely foreigners.

As soon as the train stopped, on first drawing in to the station, Mrs. Brown and her family all started to leave the train, reaching the platform of the car nearly together, the oldest boy leading and Mrs. Brown in the rear of all. Some of them alighted all right. There was some evidence tending to show, however, that one of the children was thrown or fell between the car and platform, but there was none going to show that she sustained injury. This brought an outcry and it was while the train was moving backwards.

While Mrs. Brown was stepping from the car platform down the steps to the depot platform the train was still moving backwards to set off the sleeper, as above described. This movement, or the unskillful manner of her getting off to the ground, threw her from the car steps between the platform and the rail, and both of her feet in some way got over the rail and were crushed, as before stated, by the wheels of the car next to the one she had left.

The train was moving backward at the speed of a walk at the time of the outcry on the happening of the accident, and was stopped at once. All the testimony as to the announcement of the station went to show that no announcement had been made.

It is a generally well understood rule of railway travel that, upon the stopping of a train on arrival at a railway station, all passengers should remain seated until the station is announced by the conductor or other trainman, and that it is never safe to attempt to leave the train until this announcement is made.

It is the finding of the Board in this case that, if this rule

had been observed, this accident would have been avoided, and that the same was primarily caused by the disregard on the part of Mrs. Brown and her husband of this generally known rule.

The Board also considers that there are many people who only travel occasionally upon railroads and acquire but little or no knowledge of the rules of safety adopted by railroad companies in the management of trains, or who, thinking that they know all that is necessary for their own convenience and safety, take their chances of getting on and off trains in motion or at rest indifferently and often recklessly.

To protect such people against accidents of a serious nature resulting from their own ignorance, carelessness or heedlessness becomes a duty which confronts railway managers for the preservation of human life and for the general safety of this class of passengers.

The Board finds that the manner of operating the trains coming in over the said Concord Division at this station,—especially in the night time, for a long period before and up to the date of this accident, was not such as it should have been, without having provided the additional safeguard of making special announcement to the passengers in each car at the moment of the first drawing up and stopping at the platform that all passengers should remain in their seats until the station was announced.

The Board finds that the manner of operating the train as adopted here on its coming into the station,—stopping it at the very spot where passengers are customarily discharged, even for the brief moments required for throwing over the switch as stated, and then starting it back immediately,—becomes of itself an abnormal method and a strong inducement and invitation for those knowing the station and destined to it to attempt to alight.

The Board is pleased to note the safer method now adopted.

By the Board,

ALFRED E. WATSON, *Clerk.*

ACCIDENT ON HIGHWAY GRADE CROSSING AT
CHESTER,

MAY 14TH, 1891.

In the Matter of the Accident on the Highway Grade Crossing near Chester depot, on the Rutland Division of the Central Vermont Railroad, May 14, 1891.

THIS accident was not reported to the Board by the railroad company, but was noticed by the press and was also brought to the attention of the Board by citizens of Chester, and an investigation was deemed in order,—not on account of any serious consequences resulting from the same, but because of the reports pointing to the probable culpability of those in charge of the train when it happened, and on account of the narrow escape from the loss of several lives at the grade crossing where the accident occurred.

The cause of the accident was investigated June 23, 1891, by the Board, on notice to the company and those of the citizens of Chester,—through George S. Robbins, Esq.,—who could give testimony of the particulars of the same.

The State's Attorney was also notified, but was unable to attend by reason of official duties at the County Court. The Railroad Company was represented by its general and division superintendents.

The testimony shows that the highway crosses the railroad at nearly level grade and in such a manner that all crossing by teams may be made at right angles to the trunk line and the siding which runs parallel thereto. The crossing planks are about fifty feet in length,—the line of the railroad being nearly north and south and the highway east and west at the point of crossing, the siding being east of the main line,—and the passenger depot about fifty feet north of the highway, the view of the crossing being plain and unobstructed to a safe distance on either side.

Through freight No. 26, bound from Bellows Falls to Rutland, stopped here at 4:15 p. m., May 14, 1891, to meet a regular freight and two wild trains, and to discharge goods,—hauling in on the siding by the south switch for this purpose.

The train was open to leave the highway clear till the meeting trains passed. It was then re-coupled and drawn up for the delivery of goods destined for that station. In doing this, the car in which were the goods was drawn a few feet past the point for unloading, and the conductor motioned the engineer "to ease back" and the train was set back about a car's length, which brought the car door at the proper point for unloading.

The depot is on the west side of the tracks and the conductor and engineer were both out of sight of teams approaching from the east side.

The train consisted of the engine and twenty-three cars and the head of it was at or beyond the return switch to the main line, north, and the conductor was at the platform of the station. The rear brakeman was at the rear end of the second car from the rear of the train, or on the forward end of the rear car. This car was on the crossing with its rear end ten or fifteen feet from the south end of the street planking.

At the time that the train so drew up to this point, and, while its adjustment for unloading the goods was going on in accordance with the motions of the conductor, a young man with a delivery team,—accompanied by three school girls who were in the wagon with him,—supposing that the train was going along, attempted, by reining to the left of the center of the crossing, to drive around the rear end of the train and go on his way. His team struck the crossing at the instant of the starting back of the train for the adjustment of the car for unloading the freight.

The testimony further shows that this set back of the train moved the rear car,—the saloon, only a little more than its length backward. The rear end of this saloon car struck the

team, killing the horse and crushing the wagon, after tipping it to the left, and spilling the girls off to one side of the siding. The young man jumped for his horse's head on the other side, and all escaped without injury.

The testimony tended to show that the movements of the young man with his team, when he started to cross, were noticed by the rear trainman, and that he motioned and halloed to him not to go over.

It was also in evidence that, in drawing up to set the car for unloading, which was behind the middle of the train, it was drawn by but a few feet too far, and that the "ease back" was but slight at the locomotive end of the train and that much of the set back at the rear was the result of the drawing apart of the slack of the train, the cars having run together at the stop of the locomotive. The grade was a little descending towards the south, also, and, the interval of time between the drawing up and the easing back of the train being but momentary, some part of the train was in motion all the time.

All the trainmen, the four persons involved in the accident, and several citizens,—all who could be found having any knowledge of the accident, were improved as witnesses.

The Board finds that the train was handled in a reasonable and proper manner and that there appears, from a consideration of all the testimony and circumstances, no cause for censure to any of the employes touching the cause of this accident.

It appears and is so found, that the young man who attempted to make the crossing, and who, under the circumstances so plainly before him, required no caution, was warned by words and signs of his danger by the rear brakeman not to try to cross, but he was so intent on success in his wreckless and needless feat of driving around the rear of the train that he noted nothing but his purpose, and thus, through his gross carelessness, exposed the lives of those with him as well as his own to imminent peril.

In course of the investigation in this case it was incidentally developed by the testimony of several witnesses that the public travel has been frequently hindered and obstructed by the standing of trains over this crossing for an unreasonable length of time and in violation of the statute law of the State.

The Board finds that section 3392 of the Revised Laws as amended by section 2 of No. 39 of the Acts of 1882, has been habitually violated by some of the train conductors and engineers at this crossing.

It is not a public virtue for the citizen to submit to such imposition when it becomes as chronic as the testimony in this case indicates.

The statute referred to reads as follows: "A conductor or engineer of a freight train, who allows said train to come to a stop, and by so doing obstructs a public highway, or a farm crossing when required for farm use, and refuses or neglects immediately upon the stoppage of such train to open a sufficient passage for carriages and loaded teams, by disconnection of cars, removal of train or otherwise, unless prevented by breakage of engine or other accident, shall forfeit not less than ten dollars nor more than fifty dollars, to be recovered, with costs, in an action founded on this statute, brought by any person before a justice; and the fine so collected shall be paid into the treasury of the town in which the offense is committed, for the support of the poor."

The right of the public to an *immediate* clearance of the highway crossing, upon the stopping of a freight train over it, is personal to every traveler, and the machinery of the law for the discipline of all trespassers upon this right is plain and simple and should be invoked in such cases of lawlessness.

By the Board,

ALFRED E. WATSON, *Clerk.*

HEAD COLLISION NEAR DANVILLE,

AUGUST 1ST, 1891.

*In the Matter of the Head Collision near Danville Station,
August 1st, 1891.*

Preliminary inquiry into the cause of this accident was made by Commissioner Davison soon after the same occurred, and affidavits were taken and presented to the Board, upon consideration of which an investigation was deemed called for, considering the character of the accident.

The investigation was necessarily deferred on account of the inability of Engineer Leslie to testify by reason of his dangerous injuries received in the collision.

The Board being advised that he had so far recovered as to be able to give his testimony, notice was duly given to all parties in interest, and an investigation was had at St. Johnsbury, Nov. 3rd, A. D. 1891.

The St. Johnsbury and Lake Champlain Railroad Company was represented by its Assistant Superintendent, E. H. Blossom, and the public by State's Attorney Harry Blodgett.

The facts of the accident are as follows, viz.:

Through freight No. 8 (regular) left St. Johnsbury, August 1st, 1891, on schedule time 11:35, a. m., for Morrisville, Thos. F. Leonard being engineer, and passed Danville station at 12:42 p. m., the schedule time being 12:40 p. m.

Engine No. 158, the "Maquam," had left St. Johnsbury as "helper" to train No. 10, freight, from there to Walden.

On arriving at Walden, Engineer Richard V. Leslie received from the train dispatcher at St. Johnsbury, through the station agent at Walden the following order, viz:

"Engine 158 will run wild, Walden to St. Johnsbury, keeping clear of engine 440 at Pumpkin Hill, and will not pass Fairbanks' coal shed until 1:30 p. m.,"—which he duly receipted for and then started for St. Johnsbury.

At a sharp curve, around a ledge, about half a mile West of Danville station, train No. 8, at a speed of about 8 miles per hour, was met by this wild engine, No. 158.

Neither engineer could discover the approach of the other more than eight or ten rods ahead of him by reason of the ledge, woods and sharp curve there.

The engineer of No. 8 train, Thomas F. Leonard, did not see the danger in season to reverse his engine before the collision, being on the right side of his cab.

Engineer Leslie of the "Maquam" sighted the danger in season to reverse the power of his engine, but too late to save the wreck or to save himself by jumping. He had both bones of his left forearm fractured near the elbow and both bones of his right leg were also broken—the fracture of both arm and leg being compound and comminuted, also the second, third and fourth ribs upon his left side were broken from the breast bone and pressed upon the lung tissues. Hemorrhage was profuse in all three wounds.

It was the testimony of Surgeon H. S. Brown who attended him that "he was injured worse than any man whom he had ever known to recover from a railroad injury," and that "he will have permanent deformity of elbow, leg and breast."

Leslie's fireman jumped and was not seriously injured.

Engineer Leonard of No. 8 train was scalded about the head and face, and his fireman, W. A. Brown, and forward brakeman, W. J. Pike, were considerably bruised, but not permanently injured.

Both engines and one or two cars of No. 8 train were considerably wrecked and one car was burned by fire set from the stove within.

The Board finds from the testimony that train No. 8 was running on its schedule time, and all its train crew were attending to their respective duties properly, but that Engineer Leslie of the "Maquam" was running his engine in disregard of

familiar rules and of the well understood meaning of the special order received by him at Walden, as above stated.

Leslie is still confined to his bed, and the Board took his testimony at his house.

He was advised that his testimony was sought, if he chose to give it, and he said he was willing to answer any questions.

He understood that the wild order required him to keep off the time of all scheduled and signaled trains and to heed also any special directions as to other trains or engines mentioned in it. Being asked why he left Walden on the time of the west bound train, No. 8, he said, "I forgot all about train No. 8. There was nobody to blame but myself."

This forgetfulness was fraught with the consequences more terrible to the subject of it than to any other person of either engine, and has left him hopelessly maimed for life.

It is appalling to contemplate the consequences which would most likely have resulted had these trains both been filled with passengers.

The criminality of the engineer's forgetfulness would be no greater under such conditions, than it is in this case.

The only relief presented, after such utter heedlessness of well understood and familiar duty on the part of this unfortunate engineer, appears in his frank and conscientious truthfulness in his testimony, placing the responsibility where it justly belongs.

The Board considers it also due to engineer Leslie to report that it finds that he had been watching by the bedside of his wife and generally deprived of his rest thereby every night but one of the week of the accident.

It also appeared that he was not at work the day before the accident—and none of his employers or those having direction of his services had any knowledge that he had been deprived of his regular rest.

His fireman, Frank G. Williams, appears far from blameless for this accident.

He heard Leslie read the wild order at Walden ;—he knew all about the schedule rights of train No. 8 ;—he says in his testimony that he understood train No. 8 had been cancelled ; but fails to give any sensible reason for such understanding. His carelessness or stupidity, after Leslie told him that there was nothing to meet in their run to St. Johnsbury, in not suggesting something about train No. 8, which he had no reason to suppose was not then on the road, coming towards them, was culpable in the extreme, since it is the duty of the fireman as well as the engineer to watch constantly for the safety of the trains.

By the Board,

ALFRED E. WATSON, *Clerk.*

SIDE COLLISION AT SWANTON,

SEPTEMBER 3RD, 1891.

In the Matter of the Side Collision at the Railroad Grade Crossing at Swanton, September 3rd, 1891.

An investigation was had in this cause October 8th last, at Swanton, upon due notice and appearance of the railroad companies interested.

The Central Vermont Railroad Company was represented at said investigation and hearing by James M. Foss, General Superintendent, C. W. Witters, its attorney, and other officers; and the St. Johnsbury & Lake Champlain Railroad Company by its Superintendent, Harley E. Folsom, and Assistant Superintendent, E. H. Blossom; and State's Attorney A. K. Brown of Franklin county appeared on behalf of the public.

The circumstances of the accident and the facts connected with it were found to be as follows :

The St. Johnsbury & Lake Champlain Railroad crosses the Central Vermont Railroad at grade, at a point about 2 miles

West of Maquam Bay, on the St. Johnsbury & Lake Champlain Railroad, and about 1876 feet south of Swanton station on the Central Vermont Railroad.

The angle of the crossing is nearly a right angle. Westerly of it, on the St. Johnsbury & Lake Champlain Railroad a distance of about 376 feet, is a switch over which trains going west are turned from the main line upon a siding and sent up to the Swanton station to deliver and receive traffic, and easterly of this switch, about 123 feet, is a through, covered bridge across the Missisquoi river of 350 feet span.

When trains of several cars make this switch, the engine heading east starts back from some point in the bridge, and also in hauling down from the station to back to Maquam, its starting point backward, after reaching the main line, is from the same point, in case of passenger trains of the usual number of cars.

Immediately west of the crossing, the St. Johnsbury & Lake Champlain Railroad gradually enters a long cut which becomes deeper going west until the train becomes invisible from the Central Vermont Railroad track, north and south of it.

Going south from Swanton station, the grade on the Central Vermont Railroad is about twenty-two feet to the mile, descending, until near the crossing where it becomes and continues for some distance nearly level.

A water tank is stationed 191 feet north of the crossing, on the Central Vermont main line, and between it and the St. Johnsbury & Lake Champlain Railroad siding aforesaid, which serves both roads.

Near this tank and 200 feet north of the crossing is a post on the Central Vermont line, placed for the purpose of having all Central Vermont trains bound south come to a full stop at that point, from which they could then move slowly forward over the crossing. The purpose of this post was to insure additional safety on account of the character of the crossing by reason of the cut aforesaid, and it was deemed advisable in this view in addition

to the general statutory requirements in cases of one railroad crossing another at grade.

To the east of this line, between the depot and the crossing, are several buildings and some trees, so that neither said long bridge nor the St. Johnsbury & Lake Champlain Railroad switch are in sight until the Central Vermont train going south nears this stopping post and water tank.

September 3rd last, special freight No. 1, bound south on the Central Vermont Railroad with 27 cars, 25 of which were full laden, and one a caboose and one a passenger coach,—engineer, C. V. Kelley, and conductor, J. B. Thomas,—stopped to deliver passengers at the station, the rear or passenger coach being about 12 feet south of opposite the ladies' room of the depot when it stopped.

The train which customarily passes here at this time was late and orders were received,—“No. 1 to run wild to St. Albans.”

The engine had in the meantime taken water at the tank and returned, and was coupled on the train again. The testimony tended to show that the whistle for the crossing was then sounded, that the conductor then motioned the train ahead and that it started on. At the point of this starting the engine was 817 feet from the crossing. Steam was worked and when the signal post and water tank were reached a speed of from 4 to 7 or 8 miles per hour was attained.

The St. Johnsbury & Lake Champlain train No. 78 was made up of the locomotive, a baggage car, smoker and day coach. This train is made up and starts out from this point at 9:50 a. m., on the summer schedule then in force, backs up on its siding to the station for passengers, then hauls down to the main line and backs to Maquam for passengers, and then returns and proceeds to St. Johnsbury. Its movements on the morning of this accident were as usual and on time. It backed up to the depot and returning passed the water tank as the Central Vermont engine was backing up to re-couple after taking water, as aforesaid, from which point its line deflecting to the left took it

out of sight of the Central Vermont engine and into the bridge.

The evidence tends to show that while in the bridge and as soon as the switch was changed for the main line, the crossing whistle was sounded as usual and the train started back immediately, and with such force that it had attained a rate of speed of about 15 miles an hour when the engine came in sight of the engine of the Central Vermont train. Engineer Joseph W. Reed of the St. Johnsbury & Lake Champlain train and his fireman discovered the Central Vermont train approaching when the rear of their train was within about 100 feet of the crossing. He did not instantly apply the air brakes and reverse his engine, but delayed to ascertain if the Central Vermont train would not stop. Had he instantly adopted the fundamental rule of safety, instead of hesitating, he could have stopped his train before its rear reached the crossing, unless the rate of speed of his train was greater than he claimed it to be,—from 5 to 7 miles per hour. His train was equipped with automatic air brakes on each car and the tender. He applied them so late that his train stopped with the front end of the rear car and the rear end of the middle car resting on the crossing, with the brakes momentarily set.

The Central Vermont engineer, C. V. Kelley, discovered the approach of the St. Johnsbury & Lake Champlain train just before his own was discovered by its trainmen, its three cars coming into his view before its engine was in sight. Kelley's engine was at this instant about 293 feet from the crossing. He whistled for brakes and reversed his power, but his rate of speed, the heavy train, the down grade and short distance made the stop in time impossible. His engine struck and overturned the two passenger cars of the St. Johnsbury & Lake Champlain train, and derailed his engine which stopped in going less than half its length after collision.

The cars were empty of passengers and hence none were killed or injured. The damage to property was inconsiderable.

This is the second instance of a side collision at this crossing since the passage of the law creating a Board of Railroad Commissioners, and no others have occurred in this State within the same period.

Upon receiving the reports of this accident from the railroad companies, their respective statements were carefully considered, and it appeared that such an accident could not have taken place without involving a violation of the laws of the State or the fundamental rules of safety in the management of trains at such crossing, or both.

Besides, this is an accident of that character which is fraught with the greatest peril to life and which can occur safely only by reason of a lack of passengers in the trains, to be killed or maimed, as it singularly and fortunately happened to be the case here.

It is hard, indeed, to conceive how, under the law and the railroad rules for such crossings, such a collision can occur without the grossest blundering on the part of somebody of the crew of one or both trains.

The singular combination of circumstances which relieved this accident of casualty appeared to render it no less the duty of the Board to order an investigation and determine where the responsibility for it should rest. The statute applicable to crossings of this kind--Chapter 157, Sec. 3405 and Sec. 3406 of the Revised Laws—is as follows:—

“Sec. 3405. When a railroad is crossed by another railroad at grade, every engineman on either of the roads shall before reaching the crossing stop his engine at some point within one thousand feet therefrom, shall sound the whistle before starting and shall pass slowly over the crossing; but one stop shall be sufficient for all such crossings within one thousand feet of each other upon the same road.” And

“Sec. 3406. An engineman who violates the provisions of the preceding section shall be fined one hundred dollars, and the corporation on whose road the offense is committed shall

“ be fined the further sum of three hundred dollars ; and one-
“ fourth part of each penalty collected shall go to the person
“ making the complaint.”

This statute is quoted in and made Rule 48 of the Rules and Regulations of the Train Department of the Central Vermont Railroad, and the same is supplemented by Rule 49, which reads as follows :

“ 49. At crossings, such as mentioned in rule 48, where,
“ from any cause, a clear view cannot be had, the engine must
“ be stopped at the post placed two hundred feet from the
“ crossing, sound the whistle and then proceed, if the track is
“ clear.”

Also, the following special rule appears in the time-table for the use of employes, which was in force and use at the time of this accident, viz :

“ All trains must pass over the St. Johnsbury and Lake
“ Champlain crossing, near Swanton, with great care, and at
“ such rate of speed that they may stop instantly, if they dis-
“ cover any obstruction upon the track.”

And there is, also, the 200 feet post marking the point for a dead stop before proceeding to cross, as above noted, the same being placed as an additional safeguard to the requirement of the statute, owing to the blindness of this particular crossing.

The Rules and Regulations of the St. Johnsbury and Lake Champlain Railroad for the guidance of its trainmen provide as follows, viz.:

“ 13. All trains and engines must come to a full stop within
“ 500 feet of all Railroad Crossings before crossing the same.”

“ 21. A brakeman must be upon the rear car of trains when
“ the train is in motion or standing on grades.”

“ 136. One experienced brakeman must ride upon the rear
“ car of every train, and in case of any appearance of danger,
“ he will immediately provide for the safety of the rear of the
“ train.”

Important over all other rules and obligatory as the statutes

of the State, there appears in all the books and tables of regulations and instructions for train crews the fundamental and elementary direction to *take no risks*, but, in all matters of possible doubt, *take the safe course*.

Under the letter and spirit of the statute, and the rules and regulations governing the handling and guarding the safety of trains at this, the most important and dangerous in character of any kind of crossing, (except, perhaps, the draw-bridge), the Board finds, from the evidence in the case, that neither of these colliding trains was properly protected and guarded from accident; that the Central Vermont train was started from the point of re-coupling the engine, 800 feet from the crossing, with speed constantly increasing, until the engine was so near the crossing that when the danger was discovered the train was beyond the control which the law and the railroad rules prescribe, and from this cause the collision became inevitable from this stand-point; that the train did *not* "stop at the post placed two hundred feet from the crossing, sound the whistle and then proceed, if the track is clear."

Had rule 49 been observed, this train would have been at a stand-still at this post, when the other train was on or near the crossing, and the accident would not have been possible.

The Board also finds that the management and protection of the St. Johnsbury and Lake Champlain train was not such as the statute and rules and directions of the company demand of the men having charge of trains.

The testimony shows that this train was not proceeding slowly over this crossing, within the meaning of the statute aforesaid; that it had attained a speed of about 15 miles per hour when the danger was discovered, and its rear was then within 100 feet of the crossing; that there was that hesitation and delay on the part of the engineer in applying the brakes and reversing steam, until it was too late to prevent the collision; that the rear brakeman of this train was careless and neglectful of his well understood duties, and looked not out for

the safety of the same; that he came in sight of the approaching Central Vermont train at least 250 feet before his engineer did and should have seen and signaled the alarm to him, which would have saved his train from wreck.

If the crossing whistle was sounded by each engineer, as the testimony tends to show, the Board concludes that this warning is wholly inadequate to meet the requirements for safety at this crossing.

The St. Johnsbury and Lake Champlain whistle for the "diamond" cannot be relied upon when given in the covered bridge, nor can the trainmen depend upon hearing this warning from the Central Vermont engine, when they are in said bridge.

The officers of both railroad companies, who attended the investigation, appreciated the inadequacy of the existing rules for security and safety at this crossing, and were convinced that a new rule should be adopted for the guidance of their trainmen at this point.

And, after conference with them as to the same, the Board recommends the following as the most reasonable safeguard in the future, and which, if properly observed, will insure the public against danger at this crossing :

" All engines must stop at the post placed 200 feet from the crossing, sound the whistle, then proceed cautiously, if the track is clear, with the train under perfect control.

" In case a train is to be backed over the crossing, the stop must be made with the car nearest the crossing at the post, and the whistle sounded as above; and, in such cases, a brakeman must be on that car for the purpose of watching for trains upon the other road, and so located as to give warning to the engineer in the quickest manner possible, if danger is discovered.

" When trains of the same class of both railroads arrive at their respective whistling posts at the same time, the Central

“ Vermont Railroad trains will have the right to pass over the crossing first.

“ When passenger trains of either railroad arrive at their respective whistling posts at the same time as freight or mixed trains of the other railroad, the passenger trains will have the right to pass over the crossing first.

“ Conductors, engineers and brakemen will be held equally responsible for the strict observance of this rule, and no excuse will be accepted for its violation.”

And the Board recommends that the foregoing rule be carefully observed and complied with by said companies and their respective employes henceforth.

By the Board,

ALFRED E. WATSON, *Clerk.*

REAR COLLISION NEAR VERNON,

JANUARY 26TH, 1892.

In the Matter of the Rear Collision near Vernon, on the Vermont and Massachusetts Division of the Central Vermont Railroad, January 26th, 1892.

An investigation was had in this case, upon due notice, at Brattleboro and Vernon, February 16th, 1892.

There were present all the Commissioners, George B. Hitt, State's Attorney for Windham County, James M. Foss, General Superintendent, and C. F. Spaulding, Superintendent of the New London Northern Division, of the Central Vermont Railroad Company.

The facts appearing in the case are as follows, viz :

Regular freight, No. 32, left Brattleboro for the South, on the New London Northern Division of the Central Vermont Railroad, at 5.35 p. m., five minutes behind the schedule time, with a locomotive and twenty-eight cars, including two

cabooses, having for trainmen Thomas Rouse, conductor, N. N. Hadley, engineer, a fireman and a rear brakeman. At Vernon, five miles out, this train met No. 43, side-tracked there for it to pass, and passed on south, leaving Vernon at 6.25 p. m.

Extending South from Vernon station is a tangent for nearly a mile, from the South end of which a slight curve deflects the track to the East where it enters upon another tangent which extends to another longer and sharper curve which continues about 1800 feet, much of the way through a cut. From the station at Vernon to the entrance upon this last mentioned curve the country is generally open and nearly level so that the red lights at the rear of a train can be seen most of the way from the depot.

At a point about 500 feet south-easterly of the cut and on the long curve, train No. 32, running at a rate of speed of about three miles per hour, was overtaken and collided with by passenger train No. 163, which was running wild from Brattleboro to South Vernon. This wild train was made up at Brattleboro and consisted of a locomotive, baggage car, passenger coach and parlor car, and had sixteen passengers aboard. It left Brattleboro at 6.43 p. m., under an order to run wild to South Vernon. Its train crew consisted of George L. Spafford, conductor, George Wetmore, engineer, and George Vassar, fireman.

This train overtook and collided with No. 32 freight, about 500 feet beyond the deep cut in the long curve above mentioned and upon a high dump near Whithed's store, at 6.55 p. m., twelve minutes after leaving Brattleboro.

The two cabooses and one flat freight car of train No. 32 were badly wrecked, and some others of this train were slightly damaged. The engine and tender of No. 163 were also considerably injured.

Fireman Vassar of No. 163 jumping, or being thrown from his machine, was badly hurt, sustaining a fracture of the hip bone and slight injury to his head.

Conductor Spafford had gone down from Brattleboro to South Vernon on train No. 44 and returned to Brattleboro on train No. 43, leaving Vernon station immediately after train No. 32 passed, and arriving at Brattleboro at 6.25 p. m. He took train No. 163, under said order to run wild to South Vernon, and left Brattleboro at 6.43 p. m., as aforesaid.

His train did not stop until the collision. It passed Vernon at 6.52 p. m., and the collision occurred one and a half miles beyond, three minutes later.

Train No. 32 left Vernon, as indicated by the train-sheet of that station, at 6.25 p. m., and was thirty minutes in running from there to the place where the collision occurred—a distance of a mile and a half. None of the crew of this train had any knowledge as to whether the Montreal express, due to leave Brattleboro for the south at 4.45 p. m., had left or not, but it had not in fact, being an hour and twenty-five minutes late on account of an accident on the Sullivan County Railroad. This express train, when on time, is run south from Brattleboro in connection with the New London steamboat train, so called, but, being late on January 26th, as stated, the steamboat train was sent forward on schedule time, leaving Brattleboro at 4.45 p. m. When the express arrived it was sent forward as No. 163, under orders to run wild as aforesaid, and this was the occasion of this extra or wild train being on the road at this time.

The departure of train No. 32 from Brattleboro was known to conductor Spafford who left it passing Vernon, bound south, at 6.27 p. m. as his (then) train, No. 43, left that station for Brattleboro.

These are the general and leading facts bearing upon the accident and the cause of the same, concerning which there was little or no question at the hearing.

It was not an accident of that class which has, at any time, under the law, made a public investigation peremptory, as no fatality to life has resulted, but the Board has, from the first,

regarded these rear and head collisions of railway trains as almost always resulting from the fault of carelessness, negligence, heedlessness of rules, or recklessness on the part of somebody responsible for the safety of the lives and limbs of the public, whether passengers or trainmen, and in all known cases of such accidents, where a passenger train has been involved, public investigations have been had.

This accident demanded a public investigation more than most of them. Had the collision occurred a few rods nearer the cut than where it did occur, no appreciable diminution of the speed of the colliding train could have been had, and the passenger train would have been involved in wreck, with terrible impact, in the cut.

After taking full testimony and making an examination of the premises, the Board considers and adjudges the responsibility for this accident to be as follows :

Conductor Rouse of train No. 32 is found responsible because of his neglect to ascertain before leaving Brattleboro, and upon getting his clearance order, whether the belated Valley train had preceded him on the road. He was directed by Station Agent Brooks to ascertain at the telegraph office as to this train, and he knew that it was late. He could have ascertained at the telegraph office by inquiry whether or not it had departed. When he was ready to go he went to that office for his orders and received them as usual, but he made no inquiry as to whether or not the Valley train had gone out. He should have considered that, if it had not preceded his train, it would be liable to follow upon arrival at Brattleboro, as an extra, under wild orders. With the information which he should have sought and could have obtained at this office, he would have been more careful of the standing rule—to protect always the rear of a train when stalled or delayed from any cause.

Without this information, and if the same could not be had, the Board finds the rule of safety neglected.

Rule No. 16 of the "Rules to be observed in the running of trains" is as follows: "When any train is delayed at a station or upon the road, the conductor must have signals posted (not less than 120 rods) in each direction, unless train has right of road, and then to the rear only."

Conductor Rouse's train had been half an hour in getting one and a half miles forward, after leaving Vernon station, and the last 1800 feet of this distance was through a cut, and on a curve, around and through which, the testimony shows, the delay of the train was remarkable and constant, the speed being but little faster than a smart walk, and it was only such at the time of the collision. His train was at Vernon at 6.25 p. m. It was overtaken and struck a mile and a half out of Vernon at 6.55 p. m., while delayed and slowly moving on said curve as stated. He testified that if he had been supplied with torpedoes he should not have considered it necessary to use them, as he "expected he should soon pitch over the grade and then run right along to South Vernon."

The cause of the delay was a "green fire" and it took time to get up steam before his train reached Vernon and also after leaving that station. But the cause of delay does not render the rules for insuring the safety of the train flexible, nor does the hope of getting over the hill to the down grade justify the taking of any risk.

Conductor Rouse should have dropped off his rear trainman with a red signal lantern before entering the cut and upon the curve, or, if it was not necessary then, he should have done it later, as the delay of his train might dictate, and have sent him back from the train a safe distance to warn any train which might possibly be following, so long after his train was due at South Vernon. In not doing this the Board finds that Conductor Rouse neglectfully and carelessly violated a well understood rule made for the protection and safety of life and property against this class of accidents and his full duty.

Rule No. 58 was not observed by the engineer. He knew the

condition of his fire and the slow improvement of the steam which he had been laboring to increase all the way from Howe's crossing, above Vernon station, for three-quarters of an hour or more. He should have warned the conductor in respect to the protection of the rear of his train, being jointly responsible with him for its safety and having equal knowledge with him of the delay of the same. He should have known what precaution was being taken for the safety of the train from a rear collision, or, at least, should have done his part in that connection by giving two long and one short sounds of the whistle, warning the conductor to send back a flagman to protect the rear of the train, under rule No. 3 of the train service.

It must be obvious to any careful and considerate trainman that no train, moving at the pace that this train moved upon that long curve and through the cut aforesaid, could be considered safe without some warning signal behind it for its protection, and this independently of all other rules of direction and guidance to trainmen.

The rule, "always adopt the safe course and run no risks," should have been acted upon by the conductor and insisted upon by all the rest of the train's crew.

But, with all the manifest carelessness on the part of the crew of train No. 32, a proper observance of the rules on the part of Conductor Spafford and Engineer Wetmore of wild train No. 163 would have prevented this collision.

Conductor Spafford left Vernon on train No. 43 for Brattleboro at 6.20 p. m., and as soon as train No. 32 passed that station. Twenty-three minutes later he left Brattleboro on No. 163, under orders to run wild, and twelve minutes after that collided with the rear of No. 32, having run six and a half miles in that time, including the passing through Vernon station yard and so far upon the curve and through the cut above mentioned as the rear of the freight train, No. 32, had run when the collision occurred.

Train No. 163 was under orders which, if heeded, would have kept it clear of all trains rightfully on the road ahead of it. Its high speed on the long tangent below Vernon station can be justified, for the view was clear, but it approached and entered upon said curve and cut where much of the way the track from the engineer's seat was visible but a few yards ahead, and none of the distance of nearly half a mile was it clear more than a few rods. This the Board considers "approaching an obscure place," such as under rule No. 11 is required to be approached with care and frequent alarm whistles. Approaching with care is a continuing obligation, so long as the cut and curve continue to render the view obscure here. This train was not running with care, nor was it giving any alarms. No. 32 was known to be ahead somewhere and it had the right of the road over any wild train until it got to South Vernon. It was delayed and should have protected itself, but it did not, and yet this fact furnishes no excuse to the conductor and engineer of the wild train for running into it. If the men in charge of either train had heeded the well known rules which were made to govern them, respectively, the accident would have been avoided.

The Board finds, in conclusion, that this collision was caused through the negligence and carelessness of the conductors and engineers of both trains involved in it.

The Board also notes, incidentally, that the testimony tends to show that the railroad company has been negligent in providing torpedoes to its trainmen, so as to enable them to comply with rule No. 34 of the New London Northern Division, although such neglect appears to have had no bearing upon this accident, Conductor Rouse having testified that, if he had had them, he should not have considered it necessary to use them on this occasion. This train, No. 32, should have had torpedoes aboard, and the trainman, who should have been sent back or dropped off to protect the rear of the train, should have had them to fasten to the rails if called for. The conductor

testified that he had applied for them at the proper office in New London and was informed that none were to be had.

By the Board,

ALFRED E. WATSON, *Clerk.*

ACCIDENT ON HIGHWAY GRADE CROSSING AT PASSUMPSIC,

JANUARY 27TH, 1892.

In the Matter of the Accident to William Gilfillan, at the Highway Grade Crossing in Passumpsic Village, on the Passumpsic Division of the Boston and Maine Railroad, January 27th, 1892.

After a preliminary inquiry into the cause of this accident by Commissioner Davison, an investigation was ordered and had, upon due notice, at St. Johnsbury and at the scene of the accident, February 18th, 1892. There were present all the Commissioners, Harry Blodgett, State's Attorney, and H. E. Folsom, Superintendent of the Passumpsic Division of the Boston and Maine Railroad.

It appeared from the testimony that Mr. Gilfillan was driving his span of horses with a sled load of meal and shorts from the grist mill, and, as he came from the mill yard premises upon the street leading over the railroad track and was about 230 feet from the crossing, he saw a train coming from the North towards the crossing. At the time he saw this train it was somewhere between the depot and the bridge which is 140 rods above the depot. The depot is 40 rods above the crossing. He also heard the locomotive whistle,—a long blast,—as it was sounded for the station. This whistle was sounded just south of the bridge above the station.

The approaching train was through freight, No. 8, with 25 loaded cars. The train was not equipped with automatic brakes,

and the grade of the track was descending from the bridge southward.

The engine struck Mr. Gilfillan's team on the crossing, killing one of his horses and maiming and spoiling the other, and throwing Mr. Gilfillan about forty feet down the track, and to the east of the main line, injuring him severely. His sled was also broken and his load was scattered and damaged.

The train was stopped as soon as the rear had passed the second covered bridge south of the crossing, and about 180 rods from the same.

The testimony shows that the power of the engine was not reversed, although the air brakes on the same were quickly applied; that no brakes were set up on the rear of the train before it had passed the first bridge which is 50 rods below the crossing; that brakes began to be set on the forward part of the train immediately after passing the crossing, and that both the forward and rear brakeman were setting up brakes after passing said first bridge; that the train had run without steam for about half a mile above the depot where the engine began to work steam again as it was doing until the accident happened.

These facts bear materially upon that branch of the investigation which relates to the speed of the train through the station yard and over this grade crossing which is within the yard limits.

The conformation of the ground and obstructions are such that, while Mr. Gilfillan had a clear view of the railroad premises from the depot to the north bridge when he turned from the mill road on to the Waterford street leading over the crossing, all such view was soon shutoff as he proceeded a few steps towards the crossing, and all view in the direction up the railroad track was lost behind the higher land and the buildings on the north side of the Waterford road above the crossing; nor could an approaching train be seen again by him until his horses were on the crossing.

There is a stone wall about 120 feet long, above and termi-

nating at this crossing, which is quite high, and along here the track curves up to the highway, rendering this an extremely blind and dangerous grade crossing.

Behind the elevation and the buildings upon it, it is difficult under some conditions to hear the approach of trains, or the ringing of the bell of an engine, from the Waterford street side.

Mr. Gilfillan was told at the mill that they had an order that afternoon to get out grain to fill a car that was standing there on the mill siding, as the railroad company was going to take that car out into a train, and he testified that he supposed that this train, which he saw coming down from the bridge when he started for home, was the one that was going to stop and take that car out. Assuming that this train was going to stop at the station for that purpose, he drove along to cross the track at the crossing on his way homeward, not looking out for danger, and when he discovered his mistake it was too late to save himself and his team from injury.

The conclusion of the Board, from a careful examination of the premises and consideration of all available testimony bearing upon the cause of the accident, is as follows :

That it is established by a fair balance of the testimony in the case that the usual whistle for the station was blown near the bridge north of the station ; that the usual grade crossing whistle was sounded before the head of the train reached the depot, and that the engine worked steam from that point until the crossing was reached ;

That the rules for protection to highway travelers at grade crossings were observed by the engineer at trainmen ;

And that the accident was not caused through the carelessness or neglect of duty on the part of the railroad company through its servants or agents, or otherwise.

The Board has looked for and is unable to find any practicable and reasonable way which would justify it in ordering a change in the highway or railroad track so as to avoid the grade crossing at this point.

It becomes a blind and dangerous crossing only after being approached to within about a dozen rods, on the east side. West of that point for a short distance the view is generally open for quite a long space up as well as down the main line.

By the Board,

ALFRED E. WATSON, *Clerk.*

ACCIDENT AT WEST RANDOLPH,

JANUARY 27TH, 1892.

In the Matter of the Accident to Azro L. Adams at West Randolph, January 27th, 1892.

Investigation was had in this case at West Randolph, April 27th, 1892.

There were present the full Board of Railroad Commissioners, State's Attorney John B. Peckett and Azro L. Adams, the party injured; and James M. Foss, Assistant to the President, C. W. Witters, Attorney, and Wm. B. Viall, Esq., representing the Central Vermont Railroad Company.

Testimony was taken at length and the place of the accident was examined.

The leading facts, as found by the Board, are as follows, viz.:

There are two highway grade crossings in the village of West Randolph,—the westerly one, just easterly of the passenger depot, being the main crossing; the other, 27 rods farther east, being on South Pleasant street. At the latter crossing there are three tracks, the main line track being between the other two. This crossing is on a tangent reaching down from far above the depot to a point about twelve rods below the crossing, where the track deflects to the right and carries the train out of sight at a point about sixty-five rods beyond, or brings the engine into view as the train comes from the East.

At the time of the accident to Mr. Adams he was out delivering goods on foot, and, as he came to this crossing, a freight train occupied the south side-track, engaged in shifting cars, and was, at this time, hauling slowly down over the crossing on that track.

Mr. Adams crossed the north side-track and main line and waited for the train to haul down and uncover the south side-track so that he could continue on his trip. He stood in the meantime between the main line and moving train,—but very near the main line,—and, in a stooping posture, was watching the action of the trucks as they were passing over the stub switch, a little west of the crossing. He was facing partially westward, his back being toward the main line.

The loud noise of the shifting train, as its trucks rattled over this switch, made it impossible for him to hear the warnings of a train coming from the East.

The Montreal express was nearly six hours late and came into Randolph station at 8.30 a. m.

Mr. Adams was struck by the engine of this express train and knocked against the cars on the siding. The top part of his hip bone above the socket was fractured, the bone over his left eye was injured and his face was bruised.

It is evident that the place and position of Mr. Adams and absorbing interest in watching the car wheels from his standpoint indicate a high degree of carelessness on his part. He, however, did not know of the lateness of the night express, supposed that no train was due from the East and did not realize any danger from his position.

There was contention at the hearing as to whether the whistle of the night express,—No. 50,—was sounded at the proper place for this crossing, or the station signal was given.

Mr. Adams did not hear either, nor had he any warning until almost at the moment he was struck, and when too late to save himself, as the alarm whistles were sounded.

There were certain other witnesses who testified that they did

not notice the crossing whistle or the station signal, but there were many who testified that they were both sounded at the proper and usual place,—some of these latter witnesses being trainmen and some of them being citizens living in the vicinity.

The Board finds from the testimony, that the signals were properly sounded by the approaching train, and that the accident was the result of the carelessness of Mr. Adams in standing in the manner that he says he did in such an exposed and dangerous position.

By the Board,

ALFRED E. WATSON, *Clerk.*

REAR COLLISION NEAR NORTH THETFORD,

JANUARY 31ST, 1892.

In the Matter of the Rear Collision at North Thetford, January 31st, 1892, on the Passumpsic Division of the Boston and Maine Railroad.

Investigation was had in this case, upon due notice to the railroad company and State's Attorney of Orange County, February 17th, 1892, at the scene of the accident and at Lyndonville.

Present—All of the Railroad Commissioners, State's Attorney J. B. Peckett, and H. E. Folson, Superintendent of the Passumpsic Division of the Boston and Maine Railroad. The premises were examined and full testimony was taken, from which the facts bearing upon the cause of and responsibility for the accident were ascertained to be as follows, viz:

Through freight train, No. 3, due to leave White River Junction for Lyndonville, at 3:10 a. m., left there, January 31st, 1892, at 4 a. m., being fifty minutes late on account of the delay in arrival there of the night express from the North.

The train force consisted of F. E. Corliss, conductor; Chas. S. Blake, engineer; Chas. Daniels, fireman; J. McCarty and T. Timlin, brakemen.

It was composed of engine, tender, twenty-eight freight cars and a caboose, and left under the usual telegraphic clearance order from Lyndonville. This order was a permit to proceed on its own time, keeping out of the way of regular trains, and was a due course order. This train went upon the siding on reaching Norwich and Hanover station to let train No. 18—(regular south bound freight)—pass, waiting for that purpose nearly an hour and a half. It reached and passed North Thetford station, 16.37/100 miles from White River Junction, at about 6:25 a. m., having been much hindered by the “dulling” of the locomotive fire and consequent lack of steam, after passing Pompanoosuc.

At a point above North Thetford station the engineer stopped his train for the purpose of “blowing out the front end” and hammering out the netting, and filling the boiler with water and getting up steam.

About forty rods above the station the track leaves the tangent there and deflects to the left by a gradual curve for a considerable distance and out of sight from the tangent in the vicinity of the depot.

When stopped, as above stated, the rear of the train rested so far along and around this curve that the red signal lanterns on the caboose were out of sight from the main track at the depot and for a considerable distance above it.

No precaution was taken by any one to protect the rear of the train while so standing on the main line.

It is uncertain how long it remained there before trouble came, but, from a fair balance of the testimony, it seems probable that it stood there from fifteen to thirty minutes.

Before stopping, the testimony tended to show that a signal whistle—five short blasts,—was blown, calling the conductor to protect his rear.

At 5:35 o'clock the same morning an extra freight train (No. 448) left White River Junction under orders to run wild to Lyndonville, meeting No. 443 train at Newbury, a station 30 miles north of North Thetford, and with no other orders.

This train had twenty-seven cars, twelve of which were heavily loaded, and the train crew consisted of A. E. Quimby, conductor; J. B. Hutchinson, engineer; C. Eastman, fireman; and two brakemen.

The train made no stop until it passed North Thetford station where it collided with train No. 3 there standing, as above stated. Conductor Corliss and his rear brakeman, McCarty, of train No. 3, who were in their caboose, were injured, the former severely, the latter slightly, but they had no bones broken. Nine cars of train No. 3 were more or less damaged, some of them being demolished, and the engine and three cars of train No. 448 train were also damaged.

It appears from the testimony that the long whistle for the station was blown by the engineer of train No. 448 at the proper distance south of it, and, also, the grade crossing whistle of two long and two short blasts for the highway just south of the depot a moment later. Engineer Hutchinson had shut off steam half a mile south of this station, and when he approached the station, finding the switch lights all right and the road clear, began to work steam again at a point about twenty cars length south of the station, and had attained a speed of fifteen to eighteen miles an hour before the danger lights on the van of train No. 3 were discovered, upon sighting which he reversed the power of his engine and told his fireman to jump and jumped himself. The distance from the point where the engineer of train No. 448 discovered the red lights on the rear of train No. 3 to the van of the latter was about sixty rods and the grade nearly level.

Engineer Blake and Conductor Corliss both knew that there was an engine and train crew at White River Junction

when they left there which were liable to follow them with a train.

This knowledge would not alter their duties under the rules, but it would emphasize their misconduct in any negligence of duty which might result in exposing their rear to collision or disaster. From a full consideration of all the testimony before the Board and an inspection of the premises where the accident occurred, the findings and conclusions of the Board are as follows, viz.:

That this accident was the direct result of the gross negligence and heedlessness of duty on the part of Conductor Corliss of train No. 3 in not sending a trainman back a safe distance, with the proper signal lights, as soon as his train stopped, to signal any following train.

He was improved as a witness at the investigation and gave his testimony voluntarily, after being advised by the Board that it was his privilege to decline to testify upon any matters bearing upon his connection with the accident which he thought might tend in any way to criminate him under the statute. In his answers to questions it was evident that he well understood the rules of the road for the guidance of conductors and other trainmen, and that it became his first duty upon the stopping of his train where it stopped on this occasion to send back a man or go himself with red lights to a safe distance to protect the rear of his train.

He said he should have done so if his lantern had been in order, but it "was short of oil."

He further testified: "I knew there was a train crew at the Junction that was supposed to leave there at 6.30 a. m. I did not think of it being Sunday morning."

He denied hearing the crossing whistle of train No. 448, the call for brakes, the noise of the approaching engine and train, or the five short blasts of the engine of his own train just before it stopped. He was in his caboose all the time while his train stood there in company with his rear brakeman, McCarty, un-

til both were knocked out and the saloon demolished by the colliding locomotive. It is impossible to reconcile the many important facts found, and about which there can be no doubt, with the fair intelligence of Mr. Corliss, his good hearing and his clear understanding and appreciation of his first duty under such circumstances to protect his rear, upon any other theory than that he was fast asleep upon the seat cushion in his van when his train stopped, and that he continued so until awakened by the concussion of the trains. Otherwise, when his train first stopped he would have looked out of the windows in the monitor of his van, if above, or opened the door, if below, to learn the cause and see where his train was resting; otherwise, he would have heard the crossing whistle and the approaching train as it neared him under full steam; otherwise, he would have heard the call of the five alarm blasts at the head of his own train, warning him to protect his rear.

He says that he heard none of them. If none had been audible, his duty to protect his rear would remain the same, under the existing conditions.

McCarty stands under the same condemnation with his conductor. His light should have been ready.

He should not have waited for his conductor's orders to catch it up and hurry back to signal whatever train might possibly be following on the road.

But the Board has not the direct testimony of McCarty before it. He could not be found. He left soon after the accident and has not been seen since leaving by any of the crew of either train. Not, however, until he had stated to others, who testified to it, that he was asleep in the cupola of the caboose and that Corliss, was on the bunk below when they were struck.

The Board also finds that Engineer Blake is not without fault, in that, having brought the rear of his train around the curve before stopping, he did not get knowledge that his conductor and rear brakeman were awake to the duty of properly protecting the train.

He could have complied with this well known rule of the road by sending the head brakeman back to awaken them to this duty, and assure himself that it was being attended to.

If this mutual responsibility had been properly considered and acted upon by the engineer, the destruction to property and almost miraculous escape from death might have been averted. The rule fixing this joint and equal responsibility upon conductors and engineers for their train's safety, under all circumstances, is a rule in the direction of safety to life and property which is too generally disregarded.

The Board further finds, upon the evidence presented and especially upon the frank and candid statement of Engineer Hutchinson of wild train No. 448, that this train was running through the yard limits of the station, at the time of the accident, at too high a rate of speed under the rules, and that this infraction of the well known rule governing the speed of trains, *within the yard limits*, increased the destructiveness of this collision.

The Board recommends to this railroad company that it insist upon a more careful and exacting attention to the rules and regulations on the part of its trainmen on this Division, and a stricter compliance with the same so far as they concern the protection and safety of the property of their employers and the lives and limbs of travelers.

By the Board,

ALFRED E. WATSON, *Clerk.*

FATAL ACCIDENT TO S. P. PRATT, NEAR WEST HARTFORD,

JANUARY 31ST, 1892.

*In the Matter of the Fatal Accident to S. P. Pratt, near West
Hartford, January 31st, 1892.*

This case was investigated at White River Junction and at the place of accident, March 30, 1892.

Present—Commissioners Pingree and Davison, and Clerk Watson of the Board, and James M. Foss, Assistant to the President, representing the Central Vermont Railroad Company. The State's Attorney was notified, but did not appear.

The investigation developed that through freight train No. 15, bound south, consisting of fifty-four loaded cars, passed the first overhead bridge half a mile below West Hartford station, at 1:30 p. m., March 30th, last, and that S. P. Pratt, the forward brakeman, was seen at his post, setting the brakes on his train in answer to a call for the same a few moments before reaching the bridge and was, no doubt, struck by its timbers. He was discovered lying dead on the top of the second car from the engine, which was a high car, as the train reached Hartford village. No one saw him strike against the bridge. There is another similar bridge about a mile below, and he might have been struck by either. The conclusion is irresistible, under the circumstances as they appeared in proof at the investigation, that Pratt was struck and killed by one of these bridges.

The car upon which he was found lying was of extraordinary height; higher than a refrigerator car.

The bridge stringers of the "Hazen Bridge," so called, (No. 12), are 18 feet clear height above the rails.

The "Huse Bridge," so called, next below, (No. 10), carries stringers 18 feet, 4 inches above the rails. Both are straining beam truss, overhead bridges, and both answer the minimum bridge height required by the statute.

The statute now in force on the subject of width and height of bridges is substantially as enacted in 1872, and is as follows, viz:—

Revised Laws, Sec. 3418. "All railroad bridges in this State shall when built or rebuilt, be hereafter so constructed as to leave a clear space of not less than three feet between the inner sides of said bridges and the outer sides of all cars passing through the same, and also a clear space of not less than seven feet from the walking board or top covering of all cars,

“except hay, charcoal, bark, horse and refrigerator cars and
“other cars for the transportation of special freights for which
“a higher class of cars are required, running over or through
“them, and the lowest timbers, boards or irons in the cover-
“ings of said bridges.”

The maximum height of the ordinary car, those not embraced in the exception of the statute, is 11 feet. These would leave a clear space of seven feet between the walking board of the same and the bridge above.

Since the passage of this act in 1872, and since the revision of 1880, the height and numerical ratio of cars embraced in the exceptions above have largely increased. Indeed, the testimony tends to show that it is but a little over ten years since this high class of cars came into use on the Central Vermont Railroad. These hay, charcoal, bark, horse, refrigerator and furniture cars are now in the service of all the great lines of the country and they must be received and hauled over the lines of our State. Their height is variable and is increasing for specific kinds of merchandise.

It would be impracticable and unreasonable, even if it were lawful, to recommend the railroads of the State to refuse to receive and transport cars above the ordinary height over their lines. It would be equally impracticable and unreasonable to recommend the rebuilding or raising of all covered or overhead bridges in the State to a height that should clear the trainmen upon the highest cars in use or likely soon to come into use.

The number of trainmen who are struck by these bridges and killed or fatally injured has been one and a fraction each year for several years past.

The Board has considered the device which was adopted by the Northern (N. H.) Railroad many years ago, and is still in use in an improved form by the Boston and Maine Railroad upon the Northern Railroad, now known as its Concord Division, and other portions of its lines.

It is called the "Tell-tale" warning for bridges. It consists of a chestnut or cedar pole 8 inches in diameter at the butt, and 5 to 6 inches at the top, 26 feet long, and is set in the ground about 4 feet, with a board arm at the top, 18 feet long, braced each way from the pole.

Attached to the arm are 13 wires, 5 feet long, made of common telephone wire. The bottom ends of the wires are about 16 feet from the top of the rails, or less for very low bridges. These are set about 125 feet from the bridge.

This device will serve for a warning to all trainmen on cars of whatever height, passing under or through bridges however low, and appears to meet the requirements for saving the lives of trainmen at their posts of duty the best of any method at this time practicable and available through the action of the Board.

These pendant wires will require the daily watching and care of the sectionmen, and, if bent or displaced from any cause, they should be straightened or replaced, lest the lack of the warning may lead to danger to the brakeman who relies on them as notice of the approach to the bridge.

The Board has ascertained that there are on the Central Vermont Railroad between Windsor and St. Albans, four bridges of less than 18 feet clear height from the rails, and others from 18 feet upwards.

It is found from the testimony that the height of the highest cars hauled over this road is 13 feet, 4 inches.

In the case of bridges of 19 feet, 6 inches, clear height from the rails, a margin of safety appears to the trainmen upon the highest cars now run on this road.

The Board recommends the Central Vermont Railroad Company, and, all other railroad companies in the State, over whose lines the high classes of cars named in the exception to the above named statute are transported, to place at the approaches of all their covered and overhead bridges of less than 19 feet, 6 inches, clear height, the tell-tale warning, substan-

tially as above described,—the same to be completed and in use on or before November 15th, next.

By the Board,

ALFRED E. WATSON, *Clerk.*

AMENDMENT.

STATE OF VERMONT.

IN BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Oct. 15, 1892.

In the Matter of the Fatal Accident to S. P. Pratt, near West Hartford, January 31, 1892.

WHEREAS, A report was issued by this Board herein, under date of Sept. 3, 1892, included in which said report there is a recommendation to the Central Vermont Railroad Company to place at the approaches of all of its covered and over head bridges of less than 19 feet, 6 inches, clear height, the “tell-tale” warning as specified in said report;

AND WHEREAS, The said Central Vermont Railroad Company has made application under date of October 12, 1892, by F. W. Baldwin, General Superintendent, for the approval by the Board of the use of its standard pattern of “tell-tale” warning which is in use on its Ogdensburg Division, and which has proved to be adequate for the purposes for which it is designed and satisfactory, as set forth in said application, a drawing of which said “tell-tale” warning has been furnished to and examined by the Board;

Now, THEREFORE, Upon consideration of said application and examination of the said drawing therewith submitted, it is hereby ordered that the recommendation made in said report be amended to the extent that the said Central Vermont Railroad Company may use its said standard pattern of “tell-tale” warn-

ing for bridges, instead of the pattern specified and recommended by the Board in its said report in this case.

By the Board,

ALFRED E. WATSON, *Clerk.*

*To the Central Vermont Railroad Company,
St. Albans, Vermont.*

FATAL ACCIDENT AT WEST BURKE,

FEBRUARY 17TH, 1892.

*In the Matter of the Fatal Accident to J. S. Kimball at West
Burke, February 17th, 1892.*

Investigation was had in this case at West Burke and Lyndonville, March 2nd, 1892. There were present Commissioners Pingree and Davison and Clerk Watson of the Board, Harry Blodgett, State's Attorney for Caledonia County, and H. E. Folsom, Superintendent of the Passumpsic Division of the Boston and Maine Railroad.

The testimony and examination of the premises developed the following state of facts in the case as found by the Board :

Through freight from Newport to Lyndonville arrived at near West Burke station at 12 o'clock M., February 17th, last, with twenty-two heavily loaded cars and the usual train crew. At this point the grade descends some seventy-two feet to the mile. This train went upon the siding to let No. 51, accommodation, bound north, pass. In order to run ahead on the side track and out on the main line again, a car load of bark, standing on the side track ahead of this train, had to be shifted on to the mill siding extending down to the right.

The freight engine was detached from its train to make this shift of the bark car, leaving the train about thirty rods above the station.

The switch was set for the bark car, and the brake on the same was set more tightly than before to hold it in place on the mill siding by forward brakeman Kidder. After this car was set out on the mill siding, the engine was uncoupled from it, whereupon it returned and was coupled to its train again and then started ahead, working little steam.

The engineer saw that the switch connecting the cross-over with the main line was correctly set and let on steam, to go out on the main line. He saw his brakeman, Kidder, near the main line switch of the cross-over, coming from the siding to the cross-over, towards the switch, when he backed his engine up to couple to his train and start ahead. Arriving within six or seven cars length of the mill siding switch, he discovered that the same had not been set back to let his train out upon the cross-over. He sounded the whistle for brakes, reversed steam and sanded the track.

The speed was not great—four or five miles per hour—but the grade of the main and mill sidings was steep, and the train was heavy.

The engine collided with the bark car at the south end of which Mr. Kimball was standing out of sight. He was knocked down, run over and killed.

Engineer Coakley relied upon his brakeman, Kidder, to set these switches. He saw that one of them was set right while his engine was backing up to get the train, and that Kidder was coming towards the other, and, besides, he asked him if the switches were set right and he said that they were.

The conductor let off the brakes on the rear cars, the rear brakeman being back at Barton flagging, and Coakley considered it in order to go ahead.

Brakeman Kidder told both the engineer and conductor that the switches were set right to let the train out on the main line; and, after the accident, Kidder said that he thought the switches were set right, and that it was his own fault that they

were not and that he was the only one to blame for the accident.

Mr. Kimball was sixty-six years old and had been station agent at West Burke for twenty-five years, although not latterly in railroad service. His son-in-law was station agent at the time of this accident, and Mr. Kimball was express agent and sometimes volunteered to aid his son-in-law about his duties.

The testimony satisfied the Board that Mr. Kimball went in below the bark car after it was set out on the mill siding, to find shelter from the wind which was high and cold that day, or, what seems more probable from circumstances detailed in testimony, to attend to a personal duty for the moment. He was considerably deaf and wore that day a Scotch cap which he had pulled down over his ears for protection from the cold, and hence he did not hear so as to comprehend the danger threatening him in season to escape from it.

Brakeman Kidder testified at the hearing. He claimed that it was a frequent practice for trainmen who did switching to ask station agents to set switches for them; that, in this case, he had formerly known Mr. Kimball to be the station agent at this station, and still supposed him to be such; that he asked him if he would set the switches to let the train out on the main line and he said that he would, and that he did set the switch at the south end of the cross-over and that he supposed that he had also set the other one.

This practice is in clear violation of the rules of the road, unless it is followed in every case with actual knowledge on the part of the trainmen that the switch is in fact set as it should be. The promise of any other person to do what the trainman is in duty bound to do or to know is done and is alone responsible for, can, under no circumstances, be held to exonerate him from the consequences of his neglect to comply with the plain and simple rules.

The Board finds that this accident was caused by the carelessness and neglect of head brakeman Kidder in not knowing

that the switches were rightly set to let the train out on the main line before reporting to his conductor and engineer that they were so set.

By the Board,

ALFRED E. WATSON, *Clerk.*

REAR COLLISION BETWEEN WEST RANDOLPH AND BETHEL,

MARCH 19TH, 1892.

In the Matter of the Rear Collision between Randolph and Bethel, March 19, 1892, in which John Kelley of Chicago, Ill., Driver, was Injured, and Nine Cars were Wrecked and Burned.

This case was investigated by the full Board, May 10th, 1892, upon due notice, at West Randolph.

James M. Foss, Assistant to the President, appeared on behalf of the Central Vermont Railroad Company. The State's Attorney, although notified pursuant to law, did not attend the investigation.

The Board examined the scene of the accident and took the testimony of witnesses at length.

It appeared that a special stock train, consisting of twenty-six heavily loaded cars and a saloon car, left St. Albans, March 19th, 1892, with orders to run wild to White River Junction, and passed West Randolph station at 3:33 a. m. No. 13, a regular freight train, was on the main track at West Randolph station when the special train arrived. The latter passed No. 13 train there, utilizing the side track, and when its rear passed the lower switch leading to the main line it had got under good headway, its speed being about three or four miles per hour.

No. 13 train started southward soon after the special train had left, although the testimony is conflicting as to just how many minutes had elapsed.

The special train was drawn by a light Baldwin locomotive, the engineer being Fred J. Church. He had never been on this engine before, but, when about a quarter of a mile below West Randolph station, he discovered that the water injectors had become clogged. He had observed this in a less degree at Georgia, Waterbury and Northfield. At the latter place the injectors were cleared and he looked for no further trouble from them. However, the injectors became clogged again below Randolph, and, the engineer being unable to remove the obstruction, they refused to act. The water lowered in the boiler and the train nearly stopped on the up grade there. Fearing the danger of explosion or injury to his locomotive, Mr. Church considered it necessary to bank or dump the fire in the same. He thereupon sounded two long and one short whistle, to warn the conductor that he should protect the rear of the train by sending back a flagman to stop the following train, and proceeded to dump his fire. His train had just passed a long depression, its rear being near the end of the down grade there. It appears that the train had come to a full stop before a trainman was sent back to signal the following train. This trainman testified that he went back as fast as he could, upon a run, getting back about 120 rods from the rear of the special train, but he did not get back in sight of the approaching engine of the following train until it had come around the curve so that his train was in sight.

The testimony of the trainmen of No. 13 train shows conclusively that the flagman did not get back over one-half the distance claimed by him. There is no escape from the conclusion that the alarm whistle was not seasonably sounded, or that the same was not seasonably or actively obeyed, or, which appears very probable, that the immediate cause of this accident was the joint heedlessness and negligence of duty on the part of the engineer, conductor and rear brakeman of the special train.

It is found by the Board that, independently of the time,

place, or fact of an alarm whistle being sounded, under the conditions of the slowing up of the special train, and knowing that another train was immediately to follow it, it was the duty of the conductor of the special train to drop off and send back a flagman long before he did, or to go himself, and, in not doing so earlier than he did, he is altogether blameworthy.

The conclusion of the Board as to the cause of this accident is :

That the water tank of the tender of the locomotive of the special train was in an improper condition when delivered to the engineer at St. Albans, being foul and muddy with coal sediment, and unfit to insure the safe operation of the injectors.

That Engineer Church, after his discovery of the condition of the water tank of his engine at the several places named, before arriving at West Randolph, and knowing the consequences of the injectors getting clogged, was at fault in neglecting to have the water tank of his engine filled at West Randolph instead of attempting to run to Bethel before doing so, especially since he knew that the water was getting low in the water tank and that the sediment therein must inevitably clog the injectors as had already been his experience on this trip.

The singular variance in the testimony of the engineer and trainmen of the special as to the time and place alarm whistles were sounded,—giving the warning to protect the rear of the train, leaves the Board unable to determine whether or not these warning whistles were seasonably given by the engineer.* But, if they were, there can be but one conclusion as to the conduct of the conductor and rear brakeman, and this is, that they were both grossly negligent of their duty in not heeding and acting upon the warning with more promptness and dispatch.

By the Board,

ALFRED E. WATSON, *Clerk.*

DERAILMENT NEAR SWANTON,

APRIL 11TH, 1892.

In the Matter of the Derailment near Swanton Station, April 11th, 1892, resulting in Injury to Hugh Greene of Swanton.

This accident was inquired into by Commissioner Davison and testimony was taken and submitted to the Board, whereupon a public investigation was deemed advisable and the same was ordered and had, on due notice to all parties as required by law, at Montpelier, on September 9th, 1892.

Present—the full Board; and Col. E. C. Smith, President; James M. Foss, Assistant to the President; F. W. Baldwin, General Superintendent; and C. W. Witters, Attorney, representing the Central Vermont Railroad Company. The only person claiming to have been injured, Hugh Greene of Swanton, was notified, also, but did not appear at the hearing.

The history of the case, as ascertained at said hearing, is as follows, viz:—

Passenger train No. 58, from White River Junction to Ogdensburg was approaching Swanton station at 1:10 p. m., April 11th ultimo, and, while passing the switch nearest the grade crossing next south of the station, the engine left the track on the switch rail and the train of two cars followed it in the derailment.

The locomotive was overturned about two hundred feet north of the point of derailment, but the cars kept the roadbed and remained upright.

No passengers are understood to have been injured, except Hugh Greene of Swanton, who claims to have received some injuries, but, as he did not appear at the investigation, the particulars are not reported.

It appeared from the testimony that this train stopped at the diamond crossing of the St. Johnsbury & Lake Champlain Railroad, about 1,000 feet south of the place of derailment, and

thence had got under a speed of about twelve or fifteen miles an hour as it passed the switch next the north grade crossing where, twelve feet beyond the switch, and half way between it and the planking of the crossing, the flange marks upon the ties indicated that the wheels of the locomotive came upon the roadbed.

The proof was full that the switch target was set for the main line, and there was nothing in the appearance of the sign or switch to indicate to the engineer that it was not all right to go ahead. This was a stub switch, the "Cook" patent, and it has been regarded as among the standard class of switches.

The lead wheels of the engine were the first to leave the iron, and this from the "throw" rails of the switch a few feet beyond the last fixed rails of the main line. The derailment of the tender and cars was a result of the derailment of the engine, or a condition of the track caused thereby.

It was developed in the testimony that the crank of this switch was found to be considerably bent after the wreck, but that the target was properly set and locked for through service as the train passed over it.

The same was examined by some of trainmen and others immediately after the accident, and the proof was convincing that the switch was set and locked as was claimed.

Section Foreman LeClair and Yard Switchman Fitch, who had examined the switch about an hour before the accident, and Conductor Crowley all examined it directly after the accident took place, and all testified to the proper setting of the target and locking of the switch but none professed ability to account for the cause of the derailment by theory or otherwise.

It is made certain by the testimony, in the opinion of the Board, that the south ends of the switch rails were battered in a manner and by an impact not to be looked for from the gradual hammering of the car wheels passing over these joints, but the same was probably caused by the impact of the wheel flanges

of the locomotive or of the car wheels at the time of this derailment.

Such appeared to be the cause to Commissioner Davison, who examined the same at the time of making the preliminary inquiry into the case, and this view was confirmed by the testimony of others who discovered and examined them at the time of the accident.

It is the opinion of the Board that the cause of this derailment is attributable to an imperfect condition of this switch or its fastenings, and that, when its target indicated that it was properly set and locked, the ends of the main line rails and of the corresponding switch rails were not in perfect alignment, and that the shock of the blow of the flange of the engine wheels against the head of the switch rail caused the indentation on the right hand rail which this wheel climbed and followed till passing the re-railing device where both wheels came to the roadbed on the left side of their proper rails.

Further than this deduction from the examination and the testimony taken, the Board has no guide to a conclusion.

Several practical railroad men, including a trackmaster, station agent, yard switchman, conductor, engineer, baggage-master and brakeman, who were all on the spot at the time, sought for and could not find a satisfactory cause for this derailment, and the Board is left to inferences not wholly satisfactory.

The respect in which this imperfect condition of the switch or its fastenings existed cannot be definitely ascertained from the testimony before the Board.

By the Board,

ALFRED E. WATSON, *Clerk.*

DERAILMENT NEAR HYDEVILLE,

JUNE 2ND, 1892.

In the Matter of the Derailment on the Saratoga Division of the Delaware and Hudson Canal Company, near Hydeville, June 2nd, 1892, Resulting in the Death of Conductor Edward S. Wood and the Injury of Certain other Persons.

Investigation at Fair Haven, June 9th, 1892.

There were present at the investigation the full Board, George M. Fuller, Esq., who appeared for the State's Attorney, W. F. Rathbone, Esq., of Albany, N. Y., Thos. W. Moloney, Esq., of Rutland, attorneys, and A. J. Swift, Chief Engineer of the Delaware and Hudson Canal Company, representing the railroad corporation, George E. Lawrence, Esq., who appeared for Mrs. Edward S. Wood and others, and P. M. Meldon, Esq., who appeared for injured parties.

The Board inspected the scene of the accident before and again after the taking of the testimony of witnesses.

From these inspections and from the testimony, the Board finds the following facts:—

The New York express train, No. 4, leaving Rutland at 1:35 p. m., passed Wiswell's switch at 2 p. m., with engine, combination car and one day coach. There is a siding here on a tangent, which tangent extends easterly about a third of a mile, and westerly to Hydeville station about three-quarters of a mile.

The old rails of this Division were of 62 lbs. weight, and for some weeks before the accident the men had been replacing these rails by those of 67 lbs. weight. The height of the new rails was $4\frac{1}{2}$ inches, whereas the old rails were but 4 inches high.

The sectionmen in full force were engaged in track work, under Foreman Mulvey, on the afternoon of the accident, about one hundred and twenty rods westerly of the scene of the accident. Also, Foreman Crowley with a gang of Italian help was

putting in new rails and a new frog and switch which had not been changed at the time that the new main line was re-laid past this point with the new rails.

Crowley and his Italians were at this work when the express train came along. He had taken up the lead rails of this switch, but had not got them replaced. This switch led off towards the east and along the northerly side of the main line track. The frog at this switch had been taken up that day and re-laid with one of the standard height for the new rails. Also, four old rails, including the lead rails on the south side of the track, had just been taken up and the higher rails had been placed in their stead.

These newly laid rails extended westerly beyond the split switch, on the north side, to within at least one rail's length of the point of derailment, while on the south side, the renewed rails just laid extended about fifteen feet further west, breaking joints with their opposites.

The spiking of these rails was incomplete when said train passed over them. The testimony tended to show that they were each two-thirds spiked, and that their fastenings were considered by Foreman Crowley to be adequate and safe for trains for the time being.

He had sent his flagman to the east to warn any train which might approach, and, also, had sent another to recall him in order that the trains might pass unhindered.

The train came along at the rate of 40 miles per hour over this newly laid track. The rear car left the rails at about fifteen feet beyond those just relaid, or sooner.

There was unmistakable evidence that one of the trucks was off at this point, but the flange marks were not distinctly visible at any point east of this, and the testimony of Mr. Crowley tended to show that the same ties are now there that were in there before the accident.

There were appearances pointing to an imperfect fastening of the contiguous rails at the joints where the derailment was first

plainly indicated, and at this joint the end of the east rail had been pressed to the right, bending out the outer angle bar and exposing the head of the next rail to violent impact of the flange of the wheels which battered it considerably,

The trackmen commenced to restore the track at once after the accident, and before the conditions and causes of the accident were fully examined by others. Hence, the testimony in regard to the appearances on the track and the indications which often furnish data for definite conclusions were lost in the changes which were immediately made.

The violence and lateral jerk to the left of this concussion, it is believed, crowded the left wheels of the rear truck of the car on to and over the left rail in a run of some fifteen feet, as the marks of the wheel flange were clearly visible on the outer web of the left rail spikes and the end of the ties for a long distance beyond, while the right wheel flange marks are distinctly visible on the ties near and gradually deflecting from the inside of the right side rail for a still longer distance.

This rear car continued to deflect to the left for some twenty rods when it left the roadbed and tipped over on its left upper corner and stopped. The combination car also left the rails but remained on the roadbed and upright. The engine and tender were not derailed.

There were twenty-seven passengers aboard the overturned car, of whom nearly all were more or less injured. Conductor Edward S. Wood, of Rutland, was fatally injured upon his head and otherwise and died shortly after.

It is the opinion of the Board, that the primary cause of this derailment was the imperfect condition of the securing of one or more of the rails between the frog and the point of the complete derailment, where the wheels of the rear truck of the rear car dropped from the iron to the ties on the inside of the right hand rail, and to the web of the rail and the base of the angle plate, and to the ties outside of the left rail, as the train was going.

Which of these rails was so imperfectly spiked, or otherwise inadequately secured as to result in this derailment, cannot be made definite from the investigation of the Board.

The testimony of those who had the best means of knowledge and the best opportunity for reasonable judgment, or satisfactory inference as to the condition of the track which had been so altered by the workmen before others inspected it, affords no satisfactory basis for a more definite conclusion on the part of the Board as to the specific cause of the derailment.

The testimony shows that the rail next to the one at the west end of which the wheels dropped down had just been placed and was not fully spiked. The men who were engaged in this work before and when the train came along were Italians, ignorant of English, known by their numbers only and all working under Construction Foreman Crowley. He did not know, or knowing, misjudged the structural imperfections of the track which proved inadequate to carry the fast train over it.

The canting of some one or more of these rails, on account of the oscillation of the train, in their imperfectly secured condition, caused the springing out of the rail or the joint as above stated, and the beveled flange of the wheel struck the end of the next rail with a battering shock that threw the left wheels of the trucks over the opposite rail and dropped the right wheels with their own when the derailment was complete.

By the Board, .

ALFRED E. WATSON, *Clerk.*

ACCIDENT AT JERICHO,

JUNE 20TH, 1892.

In the Matter of the Accident on the Highway Grade Crossing near Jericho, on the Line of the Burlington and Lamoille Valley Division of the Central Vermont Railroad, June 20th, 1892, Resulting in Injury to Herbert Edwin and Fred Miller.

Preliminary inquiry as to the cause of this accident was made by Commissioner Davison, and, the testimony taken upon such inquiry being submitted to the Board, a public investigation was deemed advisable and the same was ordered and had, upon due notice to the parties interested, as required by law, at Montpelier, September 9th, 1892.

The Central Vermont Railroad Company was represented at the investigation by F. W. Baldwin, General Superintendent, and C. W. Witters, Corporation Attorney. The State's Attorney of Chittenden county was notified pursuant to the provisions of Acts No. 20 and No. 25 of the Laws of 1888, but did not appear.

Testimony was taken stenographically, from which the following facts appear :

A special freight train, bound west from Cambridge Junction, consisting of seven cars,—some loaded with coal and some with telegraph poles—passed Jericho station without stopping, June 20th, 1892, at a speed of about fifteen miles per hour. There is a highway grade crossing about fifteen rods west of said station and another about twenty-five rods still further west. The last named is on the highway leading from Jericho village to Williston. On the date above specified, Herbert Edwin and Fred Miller, of Williston, were driving on this highway with a span of horses and an open team wagon, and, as they drove upon the said crossing, they were struck by the engine of said train. The horses were killed, the wagon was

broken and both Edwin and Miller were injured,—the former slightly and the latter severely, having one or both legs broken and being otherwise hurt.

The question to be determined by the Board in this investigation,—the cause and responsibility for this accident,—is left in no doubt by the testimony adduced.

The Board finds from the same that the engineer of said train properly blew the whistle for Jericho station and also for said crossings, and, upon seeing that the latter was not heeded by the drivers of said team, he whistled for brakes and sounded alarm whistles at the proper point, to warn them of their danger.

None of these signals was regarded and the accident thereupon resulted.

It was claimed upon the preliminary inquiry that no whistle was sounded or bell was rung until the alarm whistle was sounded within a few rods of the crossing, when it was too late to avoid the accident.

The testimony of all the trainmen, and several disinterested citizens living in the neighborhood and some of them in sight of the scene of the accident, satisfies the Board that no precaution was omitted by the men of said train to warn the victims of this accident of their danger at this crossing. These highway travelers were driving across the railroad track heedlessly and wholly regardless of the danger signals plainly heard by others more distant than they, and apparently without any outlook for the approaching train which they could not fail to have seen if they had looked for it.

They became the victims of their own carelessness, and no fault attaches to the railroad company or its agents for this accident.

By the Board,

ALFRED E. WATSON, *Clerk.*

STATEMENTS

OF

ACCIDENT INQUIRIES.

The following is a list of accidents as to which the Board has made inquiry into the causes, generally by taking and filing testimony, but has adjudged that the public good did not require an investigation and hearing:

July 1, 1890.—Robert Beattie, freight brakeman, had index finger of right hand bruised while making coupling at or near Rupert, on the Delaware and Hudson Canal Company's road.

July 2, 1890.—Engineer Shorey, jumped from his engine to avoid injury during a collision between freight trains at Barton Landing, on the Passumpsic Division, Boston and Maine Railroad, and had his leg badly bruised.

July 18, 1890.—Alfred E. Robar was found lying on the track near North Williston, on the Central Vermont Railroad, dead.

July 24, 1890.—James Cayhue, a passenger, attempted to get on a train at Essex Junction, while in motion, and fell under the wheels, crushing one of his legs so badly as to necessitate amputation.

July 26, 1890.—William Costello, in attempting to walk over the highway grade crossing, three-quarters of a mile south of Bennington, on the Lebanon Springs Railroad, was struck and killed by a passenger train.

July 28, 1890.—J. Mann, freight brakeman, while on duty, fell from the top of his train when near Montpelier Junction, on the Central Vermont Railroad, badly spraining his ankle.

Aug. 20, 1890.—P. Clancey, freight brakeman, was internally injured at Braintree, to what extent is not known.

Aug. 23, 1890.—Henry L. Burbo, employed as track-walker on the Rutland Division of the Central Vermont Railroad, was struck by train No. 52, near Vergennes station, and killed. He was riding on a velocipede car.

Aug. 23, 1890.—J. H. Farnsworth, a trespasser, while walking on the track on the deck bridge in Windsor village, on the section of track operated by the Sullivan County Railroad, was struck by the engine of No. 79 train and received injuries which resulted fatally a few hours later.

Aug. 25, 1890.—George Tabor, while endeavoring to get on a train while in motion, had his foot caught by wheels and crushed, near Montpelier station, on the Central Vermont Railroad.

Sept. 3, 1890.—E. Canfield, a passenger on the night mail train south, in attempting to get on train after it started at Lyndonville station, on the Passumpsic Division of the Boston and Maine Railroad, fell under wheels and had his leg crushed, requiring amputation. It is said he was under the influence of liquor.

Sept. 9, 1890.—G. Coons, freight brakeman, was caught while coupling cars and lost two fingers, near West Rutland station, on the Delaware and Hudson Canal Company's road.

Sept. 9, 1890.—Charles Martin, aged 12 years, a trespasser, in attempting to get on an engine while in motion near Burlington station, on the Rutland Division of the Central Vermont Railroad, fell under the wheels and had an arm and one leg cut off. Death resulted the same day.

Sept. 15, 1890.—E. Roberts, bridgeman, while walking beside the track near Page's bridge, between Northfield and Roxbury, on the Central Vermont Railroad, carrying a stick of timber, got tangled up in some way with the stick and was thrown against the engine, injuring his head and back.

Sept. 16, 1890.—Alphonse Lepine, a trespasser, was found on the side of the track at Colchester station, on the Central Vermont Railroad, dead. It was thought that he was struck by some train.

Sept. 17, 1890.—R. E. Foy, conductor, fell from the top of a platform car at Belden's Falls station, in Middlebury, on the Rutland Division of the Central Vermont Railroad, and was run over and killed.

Sept. 18, 1890.—Thomas T. Kacvinski, a Hungarian laborer on the Montpelier and White River Division of the Central Vermont Railroad, was killed near Williamstown station by a bank of earth falling upon him.

Sept. 18, 1890.—Timothy Crowley, while trying to cross the track ahead of an approaching train, was struck by the engine and quite seriously injured near West Rutland station, on the Delaware and Hudson Canal Company's road. He was in an intoxicated condition.

Sept. 23, 1890.—Mrs. Mary Brothers, 67 years old, while picking up coal between the tracks in the Burlington yard on the Rutland Division, Central Vermont Railroad, was hit and killed by some cars that were being shifted. She had been warned to keep off the tracks, but replied that she was all right as she would keep watch.

Oct. 10, 1890.—Edmund Tilson, while driving across the lower one of the Ford crossings in Braintree, on the Central Vermont Railroad, was struck by a stock train and killed. He was 82 years old and deaf and probably did not hear the whistle.

Oct. 28, 1890.—J. Bancroft, freight brakeman, at Hydeville, on the Delaware and Hudson Canal Company's road, had a finger and thumb bruised while coupling cars.

Oct. 29, 1890.—Mrs. George E. Cone, while driving over the first crossing south of Hartford village, on the Central Vermont Railroad, was struck by train No. 57 and instantly killed.

Oct. 29, 1890.—J. N. Magoon, freight brakeman on the Canadian Pacific Railway, had his hand caught and severely injured while coupling cars at Newport.

Oct. 30, 1890.—W. H. Mott, freight brakeman on Canadian Pacific Railway, while coupling cars at North Troy, had three or four fingers of his right hand jammed.

Oct. 31, 1890.—Frank Martin of Richmond, Vt., was found dead on the track of the Central Vermont Railroad between Williston and Richmond by sectionmen. It is thought that he was walking on the track to Essex Junction and is supposed to have been intoxicated.

Nov. 1, 1890.—Thomas Hurley of Halifax, Nova Scotia, employed as stone mason at White River Junction, while walking across the bridge on the Passumpsic Division, Boston and Maine Railroad, fell from the same to the river. In falling his arm struck an iron girder, crushing his shoulder and breaking his neck.

Nov. 5, 1890.—Jerry Donovan of Concord, N. H., trespasser, said to have been insane, committed suicide by throwing himself under the wheels of the saloon car of freight train No. 13 at Summit station on the Passumpsic Division of the Boston and Maine Railroad.

Nov. 22, 1890.—S. Clark, freight brakeman, while setting a brake in his train at North Troy station, on the Canadian Pacific Railway, fell from the top of the car, but was not seriously injured.

Nov. 24, 1890.—E. H. Bradburn, freight brakeman, while coupling cars at Newport station on the Canadian Pacific Railway, had his right hand caught and severely injured.

Nov. 27, 1890.—W. L. Farnum, a brakeman on the St. Johnsbury and Lake Champlain Railroad, attempted to jump from a moving freight train at St. Johnsbury Center, on the Passumpsic Division of the Boston and Maine Railroad, was

thrown under the wheels of the saloon car and one arm was crushed so as to require amputation. He was badly injured otherwise.

Dec. 2, 1890.—S. S. Wells, section laborer, while working in the St. Albans yard of the Central Vermont Railroad, was run over by some cars that were being shifted and both legs were so injured as to require amputation.

Dec. 12, 1890.—M. Beaton, freight conductor, while checking his train at Newport station on the Canadian Pacific Railway, slipped on the ice and fell, badly bruising and spraining one leg.

Dec. 22, 1890.—G. W. Carr attempted to drive over the first highway crossing north of Fairlee station on the Passumpsic Division of the Boston and Maine Railroad, in front of an extra freight train and was struck by the engine and thrown out and seriously injured. The whistle was duly sounded.

Dec. 24, 1890.—Charles L. Carnright, trespasser, was found lying beside the track, $2\frac{1}{2}$ miles from Barre station on the Montpelier and White River Division of the Central Vermont Railroad. His head was badly cut and one arm was broken. Death resulted immediately.

Jan. 1, 1891.—N. E. Blood, freight brakeman, walked off the rear car of the forward portion of his train, which had broken apart, near Wells River station on the Passumpsic Division of the Boston and Maine Railroad, struck on the rail, badly bruising his hip and back.

Jan. 2, 1891.—F. E. Camp, freight brakeman, stood upon the ladder of a foreign car at Bradford station on the Boston and Maine Railroad and was struck by a car standing on the side track and knocked to the ground. He had three ribs broken and was otherwise seriously injured.

Jan. 10, 1891.—John Hunter, freight brakeman, while attempting to get on a train at Newport, on the Canadian Pacific

Railway, fell on the track and was run over. Death resulted the same day.

Jan. 14, 1891.—John Beard, freight brakeman, when on top of his train, had his head struck in passing through the covered freight station at St. Johnsbury, on the St. Johnsbury and Lake Champlain Railroad, and received severe injury to his head. Since this accident, at the request of the Board, the opening through this freight depot has been raised so as to clear a man standing on top of any freight car.

Jan. 14, 1891.—George McDonald, yard brakeman at Newport, on the Canadian Pacific Railway, in jumping from one box car to another on parallel tracks, slipped and fell to the ground, injuring his back and shoulder.

Jan. 28, 1891.—Flavier Benjamin, track laborer, on the Canadian Pacific Railway, had his foot injured by a rail falling on it near Stevens' Mills station.

Jan. 31, 1891.—John B. McGroch, track laborer, on the Canadian Pacific Railway at Richford station, had one eye blown out by placing a fog signal beside the track and exploding it with a pick.

Feb. 6, 1891.—Ira Doucet, a deaf and dumb boy, seven years of age, a trespasser, was struck by train No. 53 near St. Johnsbury station, on the Passumpsic Division of the Boston and Maine Railroad and received injuries which resulted fatally.

Feb. 9, 1891.—B. A. Watson, freight brakeman, attempted to get on to a box car which was in motion at Olcott station on the Passumpsic Division of the Boston and Maine Railroad, slipped and fell to the track and was run over and instantly killed.

Feb. 11, 1891.—J. Cleary, freight brakeman, had two fingers injured while coupling cars at Newport Center station, on the Canadian Pacific Railway.

Feb. 12, 1891.—G. R. Barnes, freight brakeman, while stand-

ing on top of a charcoal car in his train near Alburgh Springs station, on the Western Division of the Central Vermont Railroad, was struck by draw bridge and instantly killed.

Feb. 28, 1891.—Thomas Coonerty, trespasser, while walking on the track of the Central Vermont Railroad, near Windsor station was struck by train No. 15, but not seriously injured.

Feb. 28, 1891.—Luman Hackett, trespasser, while walking on the trestle bridge of the Canadian Pacific Railway near Newport station, was struck by the baggage car of a train and knocked from the bridge to the ice and had his shoulder blade fractured.

March 5, 1891.—W. E. Flanders, sectionman, in the employ of the Central Vermont Railroad, was struck by a snow plow near Sharon station and had one leg broken.

March 6, 1891.—E. W. Sanders, freight brakeman, jumped from top of box car standing on a side track to a box car in his train which was in motion on the main line at Ludlow on the Rutland Division of the Central Vermont Railroad, and was thrown to the ground. A portion of the train passed over him and his right leg was severely injured, his left arm being so badly injured as to require amputation. Other serious injuries also resulted.

March 7, 1891.—Z. Lamary, a locomotive fireman, but not on duty at the time of accident, attempted to board a moving engine at Walden station on the St. Johnsbury and Lake Champlain Railroad, missed his footing, fell under the train and was run over. Both legs and his body were badly crushed. Death resulted a few hours later.

March 13, 1891.—Michael F. Halpin, a switchman employed in the Rutland yard, Rutland Division of the Central Vermont Railroad, while coupling cars, had one foot caught under a wheel of the moving car and crushed.

March 20, 1891.—C. A. Gear, freight brakeman, while at-

tempting to board his train while in motion in the Burlington yard, Central Vermont Railroad, as it is supposed, fell under the wheels and was killed. It is not known just how the accident occurred, as his dead body was not found until some minutes after the train had passed.

March 24, 1891.—W. H. Mott, freight brakeman, at Richford station, on the Canadian Pacific Railway, while shunting cars was thrown from the top of a box car and was considerably injured.

March 26, 1891.—Albert Day, in attempting to drive over the highway grade crossing near Fairlee mountain water-house, on the Passumpsic Division of the Boston and Maine Railroad, was struck by train No. 65. His left arm was broken and his head was injured. The locomotive whistle was sounded and the bell properly rung for the crossing.

April 2, 1891.—John Lovejoy, a switchman employed in the Burlington yard of the Central Vermont Railroad, while getting off the front of a moving engine, fell and one car passed over his right leg.

April 7, 1891.—H. E. Harding, freight brakeman employed by the Vermont Valley Railroad Company, walked off the top of the front car in his train as it was entering the yard at Brattleboro and the wheels of one car ran over his right foot.

April 9, 1891.—W. H. Pike, freight brakeman, fell from the top of his train while in motion near Mt. Holly station on the Rutland Division of the Central Vermont Railroad and was injured so that death resulted the same day.

April 17, 1891.—H. Walker, a laborer, employed at the round-house of the Central Vermont Railroad at St. Albans, in cleaning out an ash pit, was struck by an engine and killed.

April 17, 1891.—Joseph Keating, aged about 13 years, trespasser, while walking on track near North Pownal on the Fitchburg Railroad was struck by freight train and killed.

May 7, 1891.—Willis Dickinson, in attempting to drive over a highway grade crossing south of Braintree on the Central Vermont Railroad, was struck by train No. 62 and considerably injured.

May 12, 1891.—Samuel A. Burgin, boarded a passenger car in train No. 52 at Wells River station on the Passumpsic Division of the Boston and Maine Railroad, for the purpose of riding a few rods to the steps leading to the village, and when he attempted to get off, was thrown under the cars and fatally injured. He died a few hours later.

May 22, 1891.—James Patton, a switchman employed in the Newport yard of the Canadian Pacific Railway, had his hand crushed in coupling cars.

May 22, 1891.—Thomas Arnold, freight brakeman, while going back to flag a following train near Newport Center, on the Canadian Pacific Railway, fell into a culvert and was internally injured.

June 1, 1891.—Robert J. Armstrong, freight conductor, in passing over the top of his train, near Bradford on the Passumpsic Division of the Boston and Maine Railroad, fell from the cars, was run over and killed.

June 8, 1891.—William Milan, a trespasser, while intoxicated, attempted to leave a moving freight car at West Pawlet station on the Rutland and Washington Division of the Delaware and Hudson Canal Company's Railroad, fell between the car and the platform of the depot and was crushed to death.

June 12, 1891.—John Young, a switchman employed at the Newport station, Passumpsic Division, Boston and Maine Railroad, while coupling an engine to a passenger car, was caught and squeezed across the shoulders.

June 22, 1891.—A. Punt, a switchman, employed in the Belows Falls yard, Fitchburg Railroad, while coupling an engine to a passenger car, had his left arm caught and broken.

June 27, 1891.—John Lee, freight brakeman, employed on the St. Johnsbury and Lake Champlain Railroad, while going between cars to make a coupling at Wolcott station, stumbled and fell across the rail. The wheels passed over one leg and injured it so as to require amputation above the knee. The victim died a few hours later from the result of the amputation.

June 28, 1891.—Thomas Golding, Jun., a sectionman, employed on the Rutland Division of the Central Vermont Railroad, while off duty and intoxicated, was sitting on the track a short distance south of Rockingham station and was struck by the engine of the night express from Rutland. Death resulted about four hours later.

July 2, 1891.—John Mihent, a trespasser, while walking on the track of the Passumpsic Division, Boston and Maine Railroad, in the St. Johnsbury yard, to avoid a train which he erroneously supposed was approaching on that track, stepped to the track of the St. Johnsbury and Lake Champlain Railroad and was struck by an engine of that road and run over and injured so that death ensued two hours later.

July 10, 1891.—John Beard, freight brakeman, while shifting cars in the Fairbanks' yard of the St. Johnsbury and Lake Champlain Railroad at St. Johnsbury, was struck on the head while on top of a box car by a shaft running over the track between the Fairbanks shops, was knocked to the ground, breaking one arm, and had his head considerably injured. At the instigation of the Board, the shafting has been raised by the Fairbanks Scale Company, so as to avoid a repetition of this accident.

July 17, 1891.—Edward Cline, while stealing a ride on a freight train near St. Albans station on the Central Vermont Railroad, stood on the deadwoods of a freight car, slipped and fell to the ground and one arm was run over and amputation made necessary.

July 17, 1891.—N. Beado, freight brakeman, employed on the Rutland Division of the Central Vermont Railroad, while coupling cars in the Burlington yard, was caught between a saloon car and a passenger coach and considerably squeezed.

July 19, 1891.—Charles E. Kidder of Boston, a passenger on night express train No. 50, jumped from the moving train at Northfield station on the Central Vermont Railroad. He was found lying on the ground insensible, his head being badly cut, but no permanent injury resulted.

July 22, 1891.—John McCugo, freight brakeman, while coupling cars at Montpelier Junction on the Central Vermont Railroad, had two fingers of his left hand jammed.

Aug. 15, 1891.—Frances E. Thompson, a woman about 50 years old, a trespasser, was struck and killed by some train on the Western Division of the Central Vermont Railroad near Swanton. When discovered the body was lying beside the track and apparently had been there several days. It is not known by what train or on what day she was killed.

Aug. 21, 1891.—Moses Dupray, a tramp, claiming residence in Holyoke, Mass., was stealing a ride on freight train No. 20 on the Rutland Division of the Central Vermont Railroad. Several cars were thrown from the track near North Ferrisburgh by a broken wheel or frog and Dupray had one arm broken and was injured about the head.

Aug. 27, 1891.—Joseph Benoit, aged 16 years, jumped from a moving passenger train in the Burlington yard of the Central Vermont Railroad and fell, striking his head against the ground and receiving serious injuries.

Aug. 28, 1891.—Thomas Conway, freight brakeman, employed on the New London Northern Division of the Central Vermont Railroad, fell from the top of a freight car in the South Vernon yard and broke his wrist.

Sept. 4, 1891.—Patrick Leyden, a brakeman, employed on a

gravel train at Clark's gravel pit in Castleton, on the Delaware and Hudson Canal Company's Railroad, in attempting to couple some cars, fell and was crushed to death between the bumping beam of the engine and car.

Sept. 5, 1891.—Thomas Ryan, freight brakeman, walked off the top of a car in a portion of the train which had broken apart near West Hartford on the Central Vermont Railroad, and fell to the ground. His foot was caught by the wheels and severely injured.

Sept. 7, 1891.—Edwin Spaulding, trespasser, while walking on the main track of the Central Vermont Railroad just south of Bethel station, was struck and instantly killed by passenger train No. 58. The proper alarm signals were given by the engineer.

Sept. 11, 1891.—Joseph Rivers, a passenger on mixed train No. 11 on the St. Johnsbury and Lake Champlain Railroad, in attempting to leave the train at Morrisville station before the train had stopped, fell under the train and had one foot crushed so as to require amputation.

Sept. 16, 1891.—James McQuade, trespasser, while walking or lying upon the track of the Delaware and Hudson Canal Company's Railroad, about one-half mile west of West Rutland station, about 10 o'clock p. m., was struck and killed by freight train No. 59. The evidence shows that he was intoxicated.

Oct. 2, 1891.—Currier McDonald, an employe of the Fall Mountain Paper Company, was fatally injured by being caught between the draw-bars of two cars, while attempting to pass between them as they were being switched by the Fitchburg Railroad shifting engine on the Mill track at Bellows Falls. He was duly warned not to attempt to pass between the cars.

Oct. 2, 1891.—George W. Johnson, a locomotive fireman, employed on the Rutland Division of the Central Vermont Rail-

road, in walking along the track beside his moving engine, stumbled and fell in such a manner that his right foot was run over by the rear driving wheel of his engine and crushed so as to require amputation.

Oct. 17, 1891.—John Fletcher, station employe at Bradford on the Passumpsic Division of the Boston and Maine Railroad, while coupling cars, had his arm caught and crushed above the elbow.

Oct. 29, 1891.—W. J. McCarty, a brakeman, employed by the Clarendon and Pittsford Railroad Company, while coupling cars at Proctor, was caught between the front beam of the locomotive and the deadwoods of a marble car and was crushed about the hips and injured internally so that death resulted November 5.

Nov. 5, 1891.—John Camley attempted to cross the tracks in the Milton yard of the Central Vermont Railroad and was struck by a south bound special freight train. He had two ribs broken and sustained other injuries about the head and body.

Nov. 9, 1891.—Frank Kirk, a passenger switchman, employed in the St. Albans yard of the Central Vermont Railroad, while in the act of uncoupling a hose or two safety chains between two passenger coaches, was caught in some unaccountable manner, and his head was so crushed as to cause instant death. There were no eye witnesses to the accident.

Nov. 10, 1891.—Andrew J. Simonds, freight conductor, employed on the Rutland Division of the Central Vermont Railroad, accidentally stepped off the roof of his saloon car at Chester station, fell to the ground and broke his right leg.

Nov. 11, 1891.—George Soule, a letter carrier, employed at the St. Albans postoffice, in attempting to pass between the cars of a freight train in motion in the St. Albans yard of the Central Vermont Railroad, fell between the cars and his right leg was crushed by the wheels so as to necessitate amputation below the knee.

Nov. 23, 1891.—Edmund Rano, aged 15 years, a trespasser, jumped from a moving freight train when near Middlebury station on the Rutland Division of the Central Vermont Railroad and received injuries from which death resulted the same day.

Nov. 23, 1891.—An unknown man, lying across the track with his neck over one of the rails, about two miles south of Coventry station on the Passumpsic Division of the Boston and Maine Railroad, was run over and instantly killed by passenger train No. 51. He was apparently a traveler on the track and intended to commit suicide, and the Board has been unable to obtain any clue to his identity. Due effort was made to stop the train in season to avoid the accident.

Nov. 26, 1891.—A. Todd, an employe on the Canadian Pacific Railway, while walking across the tracks of the Boston and Maine Railroad at Newport station, was struck by an engine and his left foot was run over and crushed.

Dec. 8, 1891.—George Cook, freight brakeman, while standing on top of his train, was struck on the head while passing through a covered bridge about two miles north of Bethel station, on the Central Vermont Railroad, and sustained injuries from which death resulted some weeks later. The bridge by which the victim was struck fulfilled the statute law in regard to height.

Dec. 13, 1891.—John Kelley, aged 21 years, while lying on the track in a bridge, near Montpelier Junction station, on the Central Vermont Railroad, was run over by passenger train No. 68 and his leg was so badly mangled as to necessitate amputation. It was supposed that he was intoxicated at the time.

Dec. 16, 1891.—Richard T. Eldredge, of Bennington, Vt., was found dead beside the track about one-half a mile north of North Bennington station, on the Bennington and Rutland Railway. It appears that he was a trespasser walking upon the

track and was killed by passenger train No. 52. He was an itinerant clock tinker and hard of hearing.

Jan. 5, 1892.—Alphonse St. Lawrence, a freight brakeman in the employ of the Barre Railroad Company, fell between two moving freight cars near Graniteville station, and one car passed over his body. Death resulted instantly.

Jan. 17, 1892.—John Talcott, freight brakeman, after making a coupling between cars of his own train in the St. Albans yard of the Central Vermont Railroad, stepped out from between the cars directly in front of a shifting engine on the next track and was knocked down and run over and instantly killed.

Jan. 19, 1892.—Austin Lee, a carpenter employed by the Canadian Pacific Railway Company at the large grain elevator at Richford station, became entangled in some rope attached to a shaft which was making about 80 revolutions per minute, and Mr. Lee was drawn to and whirled around the shaft, breaking one leg three times, the other twice and one arm twice. Death resulted the following day.

Jan. 31, 1892.—William Sevoy, freight brakeman, in the employ of the Central Vermont Railroad, was found lying face downward on top of a car in his train upon its arrival at Montpelier Junction. It is supposed that his head came in contact with the overhead bridge No. 6, just north of Northfield station. The result of the accident was not fatal at the time. The height of the bridge meets the requirements of the law.

Feb. 5, 1892.—Owen Carroll, freight brakeman on the Rutland and Washington Division of the Delaware and Hudson Canal Company's Railroad, while coupling a car to the engine of his train at Poultney station, had his hand caught and crushed between the deadwoods.

Feb. 5, 1892.—Harry Daniels, aged 14 years, while coasting on a farm road leading across the main track of the Passumpsic

Division of the Boston and Maine Railroad, near Wells River station, was run over by a north bound mail train and killed.

Feb. 22, 1892.—James Eagan, a freight brakeman, employed on the Southern Division of the Central Vermont Railroad, was found about 10:30 p. m., in White River Junction yard with his arm run over and his left hand jammed. It is supposed that he was knocked down and run over by a special freight train. Eagan claimed not to know just how the accident happened. His duty did not call him in that locality.

Feb. 25, 1892.—Miss Amanda Taylor, aged about 60 years, was struck and killed by a passenger train at the Main street crossing of the Lebanon Springs Railroad in Bennington. The testimony indicated that she was not seen by the engineer, that the engine bell was being properly rung, but that Miss Taylor was apparently oblivious of her surroundings.

March 21, 1892.—W. D. Rawson, in charge of horses on board cars, attempted to board train while being shifted in Rutland yard and fell under the wheels, which passed over his head, crushing it and otherwise mutilating his body. The testimony tended to show that this fatal accident was the result of the victim being intoxicated.

March 22, 1892.—Willard Jaquith, a trespasser, 91 years old and quite deaf, while walking on a side-track in the North Thetford yard of the Passumpsic Division, Boston and Maine Railroad, was overtaken by a freight train which was backing upon the siding and was run over and instantly killed.

March 31, 1892.—Frank Ecclestone, fireman, jumped from his engine, about three-quarters of a mile East of Richford station, on the Canadian Pacific Railway, and had one rib broken and his back slightly injured. The engine of his train ran into the rear of the way freight train which was standing upon the main line. The flagman who was sent back

to protect the rear of the way freight was not seen by the engineer of the "special" in season to prevent the accident.

April 14, 1892.—Frank Hibbert of St. Albans, aged 23 years, freight brakeman, while coupling cars, caught his foot against some object on the track and fell. His left arm was run over, necessitating amputation. This accident occurred at Essex Junction on the Central Vermont Railroad.

April 17, 1892.—A. Lapointe of Megantic, P. Q., brakeman, aged 21 years, while coupling an engine on train, had his left hand caught and two fingers jammed and four fingers broken. This accident occurred at Richford, on the South Eastern Division of the Canadian Pacific Railway.

April 27, 1892.—D. Toner of Rutland attempted to board a moving engine while shifting in the Rutland yard, fell and his left hand was run over, necessitating amputation. This accident occurred at Rutland, on the Rutland Division of the Central Vermont Railroad.

May 18, 1892.—Chauncey L. Barber, Jr., two years old, was struck and killed by a south bound passenger train at the farm crossing between the dwelling house and barns of Carlos F. Barber, near Castleton station, on the Rutland and Washington Division of the Delaware and Hudson Canal Company's Railroad.

May 19, 1892.—Leroy G. Reed, brakeman on the Clarendon and Pittsford Railroad, was letting two flat cars of marble down a heavy grade, and, while setting the brake, the brake-head came off letting him upon the track in front of the cars and both of them ran over him. He died from the injuries thus received, May 23d. This accident occurred at West Rutland station on the Clarendon and Pittsford Railroad.

May 26, 1892.—Otis Streeter, aged 78 years, a trespasser, was struck and killed by the south bound boat train on the Bennington and Rutland Railway, near East Dorset station.

June 5, 1892.—Mrs. — Brilch, a trespasser, was struck by a ballast train, bound south on the Canadian Pacific Railway, on the Missisquoi river bridge, and instantly killed. There is a curve west of the bridge, and when Mrs. Brilch was discovered upon the same, it was too late to avoid the accident.

June 10, 1892.—Thomas A. Reed, freight brakeman on the Vermont Valley Railroad, when on top of a high, foreign car in his train, was struck by the first highway bridge over the railroad north of East Putney station and knocked to the ground and run over by the train and killed. His badly mutilated body was found beside the track a few hours later. The bridge was of legal height above the rails.

June 14, 1892.—P. J. Corbett, a freight brakeman on a special train, bound south on the Central Vermont Railroad, was struck by the overhead highway bridge about two miles north of Richmond, and had his skull crushed so that he died from the injuries the day following. The bridge by which he was struck fulfills the requirements of law, but Corbett was standing upon a refrigerator or beef car when struck. He was a green hand in train service.

PART IV.

COMPLAINTS, PETITIONS AND DECISIONS.

COMPLAINTS, PETITIONS AND DECISIONS.

PETITION OF CITIZENS OF ST. JOHNSBURY.

SUBJECT: DANGEROUS HIGHWAY GRADE CROSSING.

To the Honorable Board of Railroad Commissioners of the State of Vermont.

Your petitioners would respectfully represent that the grade crossing in the village of St. Johnsbury, situated about one hundred rods North of the depot on the line of the Passumpsic road and known as "The Mill Crossing," is a dangerous and bad crossing, and your petitioners would respectfully pray that your Honorable Board investigate the same and cause an over-head crossing to be constructed.

O. W. ORCUTT, and nineteen others.

The following report is deemed to be sufficient to outline the action of the Board in this case:

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, OCT. 1st., 1890.

*In the Matter of the Petition of O. W. Orcutt and Nineteen Others,
Citizens of St. Johnsbury.*

The petition sets forth that the highway grade crossing over the Connecticut and Passumpsic Rivers Railroad in the village of St. Johnsbury, known as the Mill Crossing, is a dangerous and bad crossing, and asks that the same be investigated and an over-head crossing be constructed.

Upon due notice to the railroad corporation operating this line, the selectmen of the town of St. Johnsbury, the owners of the land adjoining said crossing, and the petitioners, examination of the premises and hearing were had at St. Johnsbury, May 13th, 1890. All the parties above named appeared, surveys and plans were submitted and many witnesses were examined.

The investigation and hearing was continued to September 25th, 1890, at the same place, when further testimony was taken.

The following statement of the case, as it appears from the examination of the premises and testimony heard, presents the facts as found by the Board.

There are in St. Johnsbury three highway grade crossings over the Connecticut and Passumpsic Rivers Railroad near the easterly side of the village and leading therefrom to the village of Summerville and Paddock's village, which lie on the east side of Passumpsic river and adjoin the village of St. Johnsbury on that stream.

These crossings are on Portland, Mill and Paddock streets, all of which streets lead from Railroad street.

The former of these is the main highway of travel both for near localities and the outlying villages and towns eastward. On this street are two grade crossings, one over the said Connecticut and Passumpsic Rivers Railroad and the other over the St. Johnsbury and Lake Champlain Railroad, the tracks of which two railroads are about one hundred feet apart there.

An over-grade crossing on this street would properly have to include both of these crossings and would be very expensive. An under-grade crossing would be impracticable.

At the upper, or Paddock's village, crossing an over-grade crossing would be less expensive, but also less convenient to the traveling public generally, and would not, it is believed, largely diminish the exposure to accidents upon the other two crossings by diminishing the travel over them. Besides, this upper crossing is less dangerous than either of the others, if the temporary obstructions to the view of approaching trains are removed and the view is kept clear as it should be.

The crossing left, then, for the Board to consider, was the "Mill crossing." The place for the over-grade crossing, if ordered, would be where the petition suggests it, that being the only practicable place. The petitioners do not request the abolishment of this crossing at grade, in their petition, but only ask that an over-grade crossing be ordered there.

If an over-grade crossing were to be ordered here, the grade crossing would be closed, the abolishing of present grade crossings being regarded by the Board as the principal object sought to be attained by the law under which authority is conferred upon it in this class of cases.

The testimony and plans place the proposed crossing at a point about one hundred and twelve feet south of the Mill street crossing.

The latter is about one hundred and fifty feet from Railroad street and is approached by a grade of about eight per cent. in the last one hundred feet. Thence, crossing the railroad at an angle, Mill street turns to the right and left, the left branch, or Mill street proper, extending northward alongside and near the railroad track and much of the way being from one to three feet lower than the same, and, crossing a spur track which extends from the main line of the railroad to the mills lying east of it, connects with Paddock street at a point between Paddock's bridge and the grade crossing on said street.

Along the east side of Mill street are buildings of various kinds so situated as to leave the same quite narrow between the sidewalk and the railroad track, and too close to passing trains to be regarded safe as a thoroughfare of large travel.

The right branch of Mill street—recently laid out as such, but for many years enjoyed by public and private travel—extends directly east from the crossing and leads to mills and the water works of the village.

Railroad street is the main street along the easterly part of St. Johnsbury village and from it the above named streets extend over the railroad, at grade.

The distance to Paddock's bridge from the point where Mill street leaves this street is about the same as it is by way of Railroad and Paddock streets. But by way of Mill street there is a plank sidewalk all of the distance, whereas by way of Railroad street there is none.

The evidence shows that the general public travel is not large over either of these crossings, but the local travel, both by teams and on foot, is considerable. Foot travel is generally by way of the Mill street crossing, much of it by reason of business interests that way and the rest for the convenience of the sidewalk which takes it to the Paddock's bridge.

Going south from the Mill street crossing the railroad enters a cut which renders it feasible to make an over-head crossing at a point about one hundred and twelve feet from the present crossing. This would change the course of Mill street at a point near its west end, making it run nearly at right angles with the railroad and across the same to the high bank on the east side; thence, turning a sharp curve to the left and following the graded slope of the embankment, it would return to Mill street, east of the railroad, by a grade not much, if any, sharper than the present grade for the one hundred feet ap-

proaching the present grade crossing, between Railroad street and the railroad, approximated at eight per cent.

This is the over-grade crossing urged by the petitioners.

The Board has considered the case solely in the light of the "requirements of the public safety," with regard to the present crossing, the volume and kind of travel over it, and the probable effect which the change would have in inducing the public travel over the other two grade crossings to seek a safer line for travel. It has also taken into account the question of expense to the town of St. Johnsbury and the railroad company in making the change sought, with a view to see if the requirements for the safety of the public are reasonably commensurate with the outlay which would be necessitated by the change.

The Board finds that this crossing is a blind and dangerous one for public travel. Also, that the only change which at present appears feasible to avoid the same is the one proposed by the petitioners.

But it is unable to find that the public safety will be so materially increased and conserved by the change sought as to warrant it in making an order—under the conditions, necessities, and extent of the public travel over the present grade crossing—for an over-head crossing which would call for the large expense that the proposed work would make necessary.

The Board believes that the change proposed would not prove to be one affording that degree of additional security to the public from accidents that so expensive a change should insure.

The dangerous proximity of teams to the passing locomotives and trains below them, when passing along the highway grade of the proposed road on the east side of the railroad, and the dangerous proximity of the railroad from the foot of the grade along Mill street to the Paddock's bridge, seem to the Board to open a route on which to invite the public to a line of travel little, if any, less dangerous than the avenues now open.

The prayer of the petition is, therefore, denied.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT AND PETITION OF CITIZENS OF BURKE, EAST HAVEN, NEWARK, SUTTON AND WESTMORE.

SUBJECT: INSUFFICIENT PASSENGER TRAIN ACCOMMODATIONS.

To the Honorable Railroad Commissioners.

We, the undersigned residents of the towns of Burke, Sutton, Newark, Westmore and East Haven, hereby declare that we are the patrons of West Burke station in all our business relations, and humbly pray and petition,—

That the so-called two o'clock express, going south every afternoon—Sundays excepted—passing this place a little before two o'clock p. m., may be made subject to a flag to stop for passengers to take train for the South, well knowing that it is a public necessity for the reason that no other passenger train passes here after the mail every morning, going South, until about nine o'clock in the evening.

June 1st, 1890.

PERRY PORTER, and twenty-eight others.

The following report in this case is sufficiently explicit to show the action of the Board herein:

IN BOARD OF RAILROAD COMMISSIONERS.

BURLINGTON, Oct. 21, 1890.

COMPLAINT AND PETITION.

*Citizens of Burke, East Haven, Newark, Sutton and Westmore vs.
Boston & Maine Railroad, Passumpsic Division.*

INSUFFICIENT PASSENGER TRAIN ACCOMMODATIONS.

This complaint and petition, signed by 29 citizens of the towns named, was filed with the Board July 15, 1890. It alleges that the complainants are patrons of West Burke station on such railroad and they petition and pray that "the so-called 2 o'clock express going South every afternoon, Sundays excepted, be made to stop for passengers to take train for the South, as it is a public necessity," for the reason that no other passenger train passes there "after the mail every morning, going South" until about 9 o'clock in the evening."

Upon being referred to the railroad company, it made answer through H. E. Folsom, Division Superintendent, that the train in question was a limited through express, running between Boston and the West; that its schedule time on this part of the line was arbitrary, and that its

speed, which would have to be increased to meet the prayer of the petition, was as fast as it ought to be already. The railroad company therefore refused to comply with the request of the petitioners.

This answer, being in turn referred to the complainants, was not satisfactory to them, and thereupon a hearing on the question was requested, and the same was duly appointed and had at West Burke, August 26, 1890. All parties were present or represented at the hearing and testimony was taken.

From the pleadings and the evidence submitted to the Board it appears that the train in question is the mid-day express between Montreal and Boston and is run on schedule time between these points. The defendant's line of road constitutes a portion of this line, namely, from Newport, Vt., to Wells River, a distance of 65 miles. This train is received by the defendant company at Newport and is hauled by it to Wells River, and the time given it, in the schedule covering the entire distance (that is, from Montreal to Boston), in which to cover the 65 miles, including stops, is two hours and two minutes, making an average speed while in motion of not less than 35 miles per hour. In the opinion of the Board this rate of speed is as high as is consistent with prudence and safety; and to make any order or recommendation that would require greater speed would be hazardous to public travel and obnoxious to the object and purpose for which the Board was created, so far as it has to do with the safety of public travel.

The name by which this train is designated correctly indicates the character of its business—"the Canadian Pacific," or "Air line" express—and its chief purpose is to serve a more extended public than that bounded by State lines. It is practically an interstate railway train, principally engaged in furnishing expeditious transit to passengers between distant points, and should not be trammelled or hindered by such local demands or requirements as would rob it of its "express" character. It may be true that the stopping of this train in compliance with the prayer of the petitioners might be endurable; and a recommendation by the Board to that end and extent might not, if complied with, result in serious inconvenience; still, such a course would have a tendency to regulate "through" traffic and would clearly discriminate against at least three other stations on this 65 mile line, namely, Barton Landing, Barnet and McIndoes, stations of equal or larger passenger traffic than the one in question; and to require it to make all of these stops would unquestionably convert this train into one of accommodation, and make it impossible for it to make its terminal connections. Reference may be profitably made to a case quite similar to this,

reported by the Railroad Commission of Kansas in its report of 1886, when a like petition was denied, and in its published decision the Commission says: "The passenger train No. 201, (the train in question), is run primarily for the accommodation of through travel. It is run upon a time schedule that requires rapid speed and that is requisite to meet close connections at termini. To make stops at all stations would require the abandonment of the schedule, in which case through travelers would fail of their connections and be detained and delayed in their journeys, or else a considerable increase in the speed of trains, which, if attainable, would add very much to the present jeopardy of travel by rail. Besides, the through traffic and travel is the subject of quite sharp competition between several rival lines, each of which attains a high rate of speed by omitting stops at smaller stations. To require one of the roads working in this competitive business to stop at all stations while the others do not would be depriving it of the ability to maintain itself in the competitive race. * * * In arranging the service on a great line of railroads it is impossible to arrange for the highest convenience of each individual whose pleasure or necessity may lead to the employment of these facilities. Individual convenience must of course in this as in every other public agency give way to that of the greatest number."

The facts and reasoning of the above quotation have, in the opinion of the Board, a close similarity and application to the subject under consideration and the conclusion reached is in our judgment correct. And by reason of the premises the prayer of the petition is denied.

To meet the demands of passenger travel at West Burke station, there were at the time of filing the petition in this case trains as follows:

Going south—The day mail at 8:18 a. m., going to New York and Boston and stopping at all intermediate stations. The night mail at 11:47 p. m., going to New York and Boston and stopping at all intermediate stations. A mixed train leaving at 9 p. m., and running to White River Junction.

Going north—Passenger accommodation from White River Junction, arriving at 11:37 a. m. The day mail from Boston and New York, and stopping at all stations, at 5:23 p. m. The Quebec express, leaving White River Junction at 5:40 p. m., and arriving at West Burke at 8:26 p. m. The passenger night mail, leaving White River Junction at 12:45 a. m., and arriving at West Burke at 3:56 a. m.

In the opinion of the Board, the above arrangement did not afford reasonable accommodations to the traveling public on this line and particularly local travel, as it will be seen that passengers had no oppor-

tunity to go south from 8:18 a. m., to 11:47 p. m., by a regular passenger train, and no opportunity to go north (at a reasonable hour) until nearly noon.

But the Board is informed that additional facilities for local travel have since been furnished, namely, by a south bound train leaving West Burke at 5:25 p. m., and arriving in White River Junction at 8:45 p. m., and by extending the running of a train, which has heretofore run between White River Junction and Wells River, to Lyndonville and which leaves the latter place for White River Junction at 12:05 p. m. The Board sees in this latter train a source of great accommodation to the places reached by it, and suggests to the railroad company the propriety of extending this train so as to provide for it to leave Newport, say at about 10 a. m., and in this way furnish to its patrons north of Lyndonville much better opportunity to reach St. Johnsbury and Wells River and there connect with the afternoon trains east and west.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT OF JAMES E. WHITE.

SUBJECT :—INSUFFICIENT FENCES.

OFFICE OF JAMES E. WHITE,

DEALER IN DOMESTIC FRUITS.

SHELBURNE, VT., Aug. 13, 1890.

TRUMAN C. FLETCHER, Esq., *Railroad Commissioner, St. Johnsbury, Vt.*

Dear Sir:—I am compelled to call your attention to the matter of a fence between the C. V. R. R. and my premises here in the village.

It is opposite the freight yard and there is nothing to prevent teams from driving on to my grounds, which have about a thousand plum and pear trees.

They have destroyed until it seems to me that "forbearance ceases to be a virtue."

Since writing to Mr. Horner, a team ran away through this orchard, breaking down and tearing the trees in a manner not well pleasing to say the least.

Hoping that this reference to a much needed protection will prove effectual,

I remain, yours truly,

JAMES E. WHITE.

The foregoing complaint being referred to the Central Vermont Railroad Company, it was replied to as follows :

CENTRAL VERMONT RAILROAD.

2ND VICE-PRESIDENT'S OFFICE.

ST. ALBANS, VT., Sept. 8, 1890.

ALFRED E. WATSON, Esq., *Clerk, Hartford, Vt.*

Dear Sir:—Referring to complaint of James E. White in regard to fence between the railroad and his land adjoining in Shelburne, Vt.

I have given instructions to have this fence put in at once.

Truly yours,

E. C. SMITH, *Vice-President.*

A copy of this answer was referred to the complainant with the following letter of transmittal :

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Sept. 23, 1890.

MR. JAMES E. WHITE, *Shelburne, Vt.*

Dear Sir:—Referring to your complaint of the 13th ultimo, alleging that the fences between your premises in Shelburne and the Central Vermont Railroad—Rutland Division—are not maintained pursuant to the requirements of statute law in that regard, and asking the interposition of this Board in the premises to secure to you the “needed protection” vouchsafed by the law applicable to the case, I beg to say, that the Board has officially brought the matter to the attention of the railroad company complained of, and I enclose herewith its answer by Col. E. C. Smith, Vice-President.

In view of the measures at once taken by said company to remedy the matter complained of by you, the Board will, if the result of such action be satisfactory,—and whether or not it is you are requested to advise the Board,—make entry in the case that the grounds of complaint have been removed and the same is closed.

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

To which the following reply was received :

SHELburnE, VT., Sept. 25, 1890.

ALFRED E. WATSON, Esq., *Hartford, Vt.*

My Dear Sir:—Your favor 23rd received. The fence is made and perfectly satisfactory. Thanks to your Commissioners.

J. E. WHITE.

And the case was thus disposed of.

COMPLAINT OF A. WERTHEIM.

SUBJECT :—EXCESSIVE FREIGHT CHARGES.

HINESBURGH, VT., Sept. 1, 1890.

MR. T. C. FLETCHER.

Dear Sir:—I wish you would be kind enough to advise me about the rules of shipping stock from Shelburne to Boston.

Mr. Tyler billed my car \$44.00, cows and calves, and calls it a mixed carload ; and also, cows and hogs partitioned off. He call this 20,000 pounds at 22 cents a hundred.

I would like to know if they have got a right to bill car 20,000 pounds when the stock only weighed 15,000 pounds.

I shouldn't think they could call it more than \$33.00 according to the tariff law of July 3rd.

Please answer and oblige,

A. WERTHEIM.

This complaint was duly referred to the railroad company and the following reply was received :

CENTRAL VERMONT RAILROAD.

2ND VICE-PRESIDENT'S OFFICE.

ST. ALBANS, VT., September 27, 1890.

ALFRED E. WATSON, Esq., *Clerk, Hartford, Vt.*

My Dear Sir:—I have your favor of the 24th inst. covering complaint of A. Wertheim, complaining of his mixed carload of cattle shipped at the 22 cent rate, and alluding to the joint circular 136, taking effect July 3rd, 1890.

First, complaint looks to the right of a railroad to fix a minimum weight at which they will furnish a car. I do not think a discussion of this well established principle is necessary, as its universal adoption by every railroad in this country answers the question.

What he is evidently driving at is the tariff of July 3rd, which makes the rate on carloads of cattle, by which we mean full grown cattle, in full carloads, $16\frac{1}{2}$ cents per 100 pounds. Our position in respect to that is that a mixed carload of cattle partitioned off is different from and not included in tariff of July 3rd, but is covered by the classification circular D. 68, copy of which I think you have, which specifies that mixed carloads of cattle and other stock shall be billed at 20,000 pounds minimum, 5th class; the 5th class rate is 22 cents per hundred pounds, and the shipment made by Mr. Wertheim was cows, calves and hogs, as stated by him. I enclose a copy of the tariff of July 3rd, as requested.

Truly yours,

E. C. SMITH, *Vice-Prest.*

This complaint being wanting in certain data the following correspondence was had :

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Sept. 24, 1890.

MR. A. WERTHEIM, *Hinesburgh, Vermont.*

Dear Sir:—Referring to your letter of date the 1st inst., addressed to Commissioner Fletcher and submitted by him to the Board of Railroad Commissioners, I beg to say that I find, upon examination of the freight classification and tariffs of the Central Vermont Railroad Company, that the rules for shipping live stock from Shelburne to Boston are the same as for other stations on said line, except, of course, that the rate for that point is not the same as for all other points. Inasmuch as you do not give certain desired and necessary information in your letter, will you please answer the following questions :

What was the length of car used to which you refer in your letter? Did you occupy the whole of it, or was it possible to use any part of it for shipping any other freight? Was it a single or double deck car?

Awaiting your early reply herein,

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

HINESBURGH, VT., Oct. 1, 1890.

BOARD OF RAILROAD COMMISSIONERS.

Gentlemen:—Referring to your letter of Sept. 24th ult., I will answer your questions. The cars I have been using since July last were C. V.

Rutland, Burlington cars, 30 feet long, and have been loaded single deck. I used four cars since July last. One car was loaded with cows and calves, and the others were loaded with cows and hogs, partition.

I had no other kind of freight in the car except live stock.

Truly yours,

A. WERTHEIM.

At a meeting of the Board, subsequently, this complaint was considered in connection with the complaint of A. Williamson, involving a similar question, and one subject to the same question of the jurisdiction of the Board.

The answer of the railroad company in the Williamson case, which follows next in order in this Report, was referred to this complainant, with the information that the question raised by his petition was strictly an interstate matter, and offering to present the case to the Interstate Commerce Commission, if so desired by him.

The Board receiving no further advice from the complainant, no further action has been had in the premises.

COMPLAINT OF A. WILLIAMSON.

SUBJECT :—EXCESSIVE FREIGHT CHARGES.

MIDDLEBURY, VT., Oct. 17, 1890.

Board of Railroad Commissioners, Hartford.

Gentlemen.—I wish to call to your attention a few facts and ask you if it is justice to the public and the shippers of live stock for the railroad folks to charge \$44, for carrying a load of veals and sheep together when they are compelled by your commission to carry a car of cattle for \$33. It does not seem as if it was justice.

The reply I get from them that it is a mixed load and that your order is for cattle only.

Now they are both live stock and they haul a car of cattle from Chicago for \$33 and they charge me for a car of milch cows with their own calves with them \$44. They get out of this by saying again it is a mixed load. Now milch cows cannot go to market without their calves with them.

First place, should we take them away it would spoil the cows and again cruelty of animals would not allow it.

Will you be kind enough to tell me if the railroad folks can, under the

law, charge so much? If so, they are taking it out of the farmers and driving them off from raising stock for market. Please let me hear from you.

A. WILLIAMSON,
Middlebury, Vermont.

This complaint was duly referred to the railroad company, which made answer as follows:

CENTRAL VERMONT RAILROAD.

2ND VICE-PRESIDENT'S OFFICE.

ST. ALBANS, VT., December 8, 1890.

ALFRED E. WATSON, *Esq., Clerk, Hartford, Vt.*

Dear Sir:—I beg to acknowledge your favor of the 28th ult. reply to which has been delayed on account of my absence from home, I only returned yesterday morning.

Mr. Chittenden's letter enclosed goes very fully into the matter, and I will add nothing to what he has said.

I believe you already have the tariffs referred to in his letter? If not, and you will let me know I will be glad to send them on application.

I will simply add to what Mr. Chittenden has said that the Trunk Line rates today have advanced very much in excess of the rates in effect at the time complained of.

The rates complained of were due solely and purely to competition.

Truly yours,

Enclosure;

E. C. SMITH, *Vice-Pres't.*

CENTRAL VERMONT RAILROAD.

FREIGHT DEPARTMENT.

ST. ALBANS, VT., November 29, 1890.

COL. E. C. SMITH, *Vice-President, C. V. R. R.*

My dear Sir:—In compliance with your request for facts concerning the complaint of Mr. A. Williamson to the Vermont Board of Railroad Commissioners to the effect that we were charging more for carloads of mixed stock than for full carloads of cattle, I beg to hand you the following explanation, viz :

Our regular tariff rates from Middlebury, Vt., to Boston, Mass., are as following, viz :

Cattle, carloads, 20,000 pounds a 22 cents.....	\$44 00
Sheep, lambs, calves or hogs, full carloads of either, single deck, 17,000 pounds a 22 cents.....	37 40
Mixed carloads, containing horses and other stock, 20,000 a 27 cents.....	54 00
Mixed carloads, containing cattle and other stock, but no horses, 20,000 pounds a 22 cents.....	44 00
Mixed carloads of sheep, shoats, lambs and calves, but no cattle or horses, 17,000 pounds a 22 cents.....	37 40

These rates were arranged at a conference of New England Freight Agents, after consultation with many of the live-stock men, and are satisfactory. These rates are used without complaint from any one until a reduction was made by the Chicago & Grand Trunk Railway from Chicago and their intermediate points to Boston by their Supplement No. 17 to tariff G. F. D. No. 598 for full carloads of cattle, to meet the competition of other lines between those points, which Supplement made the rates as follows, viz:

From Chicago, etc., 18 cents per 100 pounds....	\$36.00 per car.
“ Lenox, etc., 16½ “ “ “ “	33.00 “

On receipt of this Supplement, to keep within the Interstate Law, we were obliged to issue the same from stations on our line, confining it as they had done to full carloads of cattle only. Later, the 24th day of November last, they—the Chicago & Grand Trunk Railway—issued Tariff G. F. D. No. 769, cancelling previous tariffs and supplements, restoring the rates on full carloads of cattle to 26 cents, or \$52.00 per car, from Chicago, etc., and 20 1-2 cents, or \$41.00 from Lenox, etc.

We immediately followed with Joint Circular No. 145 advancing our rates to \$41.00 for full carloads of cattle, so that our rates today by Joint Circular No. 145 are higher for cattle, in carloads, than is charged for straight or mixed carloads of small stock.

In no case did their—the Chicago & Grand Trunk Railway's—tariffs or supplements disturb the rates on mixed carloads, those remaining as heretofore at rates much higher than ours; therefore we did not disturb ours, and, as the two classes of livestock are entirely different, the prices in market or for transportation in no way affecting the price in market of the others, the reduction for cattle in full carloads could in no way injure the purchase or sale of mixed carloads of small stock. Therefore, there could be no good reason for our reducing the rate on those from regular tariff rate, which is certainly as low as any railroad could afford to do the business.

I understand from Mr. Brown, A. G. F. A., of the Chicago & Grand Trunk Railway, that, in all probability within a few days the lines out of Chicago will further restore the rates to their regular tariff, when Chicago & Grand Trunk Railway Tariff G. F. D. No. 769 will be cancelled. We shall then cancel Joint Circular No. 145 which will restore the rates to the regular tariff.

Further, I am surprised at this complaint, considering the fact that this company accords privileges to the drovers doing business on its line that few other roads permit, allowing them to stop at every station, pick up small lots, dicker and trade with one another, to ride on passenger trains to meet or overtake their stock, and shift the cars about to suit their wishes and convenience, at great cost to this company but without expense to them, and, in view of these facts and privileges which we grant them without charge, I am sure fair minded men will say that our rates are just and reasonable.

Very truly yours,

E. A. CHITTENDEN, S. L. F. T.

This answer was referred to Mr. Williamson by the following letter of the Board:

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Dec. 16, 1890.

MR. A. WILLIAMSON, *Middlebury, Vermont.*

Dear Sir:—Please find herewith enclosed a copy of the answer of the Central Vermont Railroad Company, by its Vice-President and Superintendent of Local Freight Traffic, to your complaint in regard to freight rates on live stock shipped to Boston.

Will you kindly examine said answer carefully, and advise me at your early convenience if the same is sufficiently satisfactory to you, or whether you desire the Board to take further action in the premises?

Being interstate business, this matter is strictly non-jurisdictional for this Board, but the railroad companies have generally waived this point. However, if the company complained of did not see fit to do so, the Board could bring it before the Interstate Commerce Commission, upon request of the complainant.

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

To which the following reply was received by the Board, to wit :

MIDDLEBURY, Dec. 20, 1890.

MR. ALFRED E. WATSON, *Hartford, Vt.*

Dear Sir:—Yours of the 16th, together with Mr. Chittenden's, received, and I have carefully read all he, Chittenden, says. Now in the first place his statements are not just what they should be, or else his agents do not go according to the tariff in hilling stock. He says that the rates for full cars of cattle are higher than is charged for mixed loads of small stock. Now if \$41.00 is more than \$44.00 then I am mistaken ; if not he must be, for his agents charge \$44.00 for a car containing milch cows with their calves, and will not let me pass Rutland in any other way. Unless there are cars for the New England Wool Co., loaded the same as mine, then we all pay at \$33.00.

These are the facts and I can prove them. And more, cruelty to animals will not allow cows to be shipped without their calves, and they have always been carried in this way as a car of cattle, from here and from the West, also.

Again, he says that we are allowed to ride free to meet our stock. This is not so. If I ride from here to meet my stock, am obliged to pay full fare. And further, he says we are accorded privileges that few other roads grant. I fail to know in what they are. No other road charges for a deck in a car. For instance, I have to pay for a full load of cattle at the highest rate and have not got but 15 head and it is a load. I make a partition in end of car and put sheep on it ; they charge from 3 to 6 dollars extra. I suppose this is a favor, but all I will say is that it is killing the farmers along the line and compelling them to quit raising stock, for, of course, it is they that pay the high rates and it is too had.

Now if you gentlemen doubt me in what I have said, I will forward to you bill that I have paid for single cars during the last 3 or 4 months, and they run from \$44.00 to \$52.00 per car.

One thing I would like to know, can the railroad company rent me a car to load with live stock and estimate weight at 20,000 pounds, and then compel me to load as they say, the whole of it on the floor of said car ? We cannot get in 20,000 live stock anyway.

It don't seem just to be obliged to pay for a deck in end of car when they charge more for mixed car than they do for cattle car.

Please inform,

Respectfully,

A. WILLIAMSON.

A copy of this reply being in turn referred to the railroad company, answer was made as follows:

CENTRAL VERMONT RAILROAD.

ST. ALBANS, VT., Jan. 7, 1891.

ALFRED E. WATSON, Esq., *Clerk, Hartford, Vt.*

Dear Sir :—Referring to your favor of Dec. 27, I beg to enclose herewith letter from Mr. Chittenden with circulars, etc., attached, which I think fully answers the complaint of Mr. Williamson as contained in his letter of Dec. 20, copy of which you are kind enough to send me.

I am, very truly yours,

E. C. SMITH, *Vice-President.*

Enclosure ;

CENTRAL VERMONT RAILROAD.

FREIGHT DEPARTMENT.

ST. ALBANS, VT., Jan. 6, 1891.

COL. E. C. SMITH, *Vice-President Central Vermont Railroad.*

My Dear Sir :—Referring to copy of Mr. Williamson's letter enclosed denying the truth of the statements made in my letter of November 29, I have only to say that the statements I made are true, and there was no attempt to evade the question.

Our regular tariff makes the rate from Middlebury to Boston, on full carloads of horses \$54.00, on full carloads of cattle \$44.00, on full carloads of sheep, lambs, calves or hogs \$37.40, on a mixed carload of live-stock \$54.00. If a mixed carload of small stock is shipped and in the same car are horses then the charge is \$54.00. If a mixed carload of small stock is shipped and in the same car are cattle the rate is then \$44.00, but if no horses or cattle are in the mixed car then the price is \$37.40.

The Grand Trunk and Chicago & Grand Trunk Railways having issued a special tariff to Boston points for full carloads of full grown cattle at \$41.00, as explained in my previous letter, we, in order that our charges on the same class of stock, under the same circumstances and conditions, should be charged no more, issued Joint Circular No. 145, making the rate on full carloads of full grown cattle the same. For all other stock we continued our regular tariff, which is a tariff made up after consultation with the live stock drovers and all the freight agents interested in New England traffic—some 30 in number—and is fair, and more

reasonable, all things considered, than any other classification that was ever worked in New England.

Mr. Williamson's shipments are not full carloads of full grown cattle, but are carloads of small stock, and cattle, which come under the head of cattle, because the classification places small stock, with cattle in the same car, at 20,000 pounds, fifth class, viz: \$44.00.

If he loads a full carload of full grown cattle he will be charged \$41.00, but if he mixes the car with cattle, then we charge \$44.00, if mixed with horses \$54.00, and so on. Please see Joint Circular No. 138 enclosed. As regards his statement: "Unless there are cars for New England Wool Co. loaded the same as mine, then we will pay at \$33.00." I do not know what he means by this. I know of no New England Wool Co. and we have no arrangements different for any one than we apply to the shipments made by Mr. Williamson.

As regards the privileges which I stated we gave the drovers and which he states as not true, denying that he has the privilege to ride on passenger train on the Central Vermont Railroad to meet or overtake his stock, I would refer you to the clause in heavy type in the blank live stock transportation contract enclosed. He further states that no other road charges for decks in cars. The roads party to Circular No. 138 make the charges shown in that circular, viz: for $\frac{1}{2}$ deck 18%, for $\frac{1}{4}$ deck 12%, and so on. Further, the Boston and Maine Railroad by their Circular A. 65, make the same charge, and these charges are applied, if agents do their duty. He seems further to have an idea that railroads rent cars into which he can load whatever he pleases by paying 4th or 5th class rate on 20,000 lbs. That is not correct, and no road ever made such an arrangement and nobody would expect them to, for that would give the person renting the car the privilege of carrying lumber, live stock, or dry goods, sand or gold dust, as he pleased, at the price of the cheapest and most inferior article named, at 4th or 5th class, I believe that no one at all acquainted with business would advocate as loose a measure as that, certainly the Vermont State Commission, or the United State Commission would not consider such a complaint. I desire further to say that for 12 years I have been in charge of this department, and have received more complaints and have more fault found with the workings of our tariffs, train arrangements, etc., from Mr. Williamson, than from all the other drovers put together, and I know of no way to satisfy him, except to transport his live stock without charge, in any manner, in any sort of a car that he might demand, and furnish him with free transportation in both directions, at all

times. I think then he would say that we were fair and reasonable, but I believe nothing else would satisfy him, or one like him.

Yours truly,

EDWARD A. CHITTENDEN.

Enclosure.

S. L. F. T.

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, May 15, 1890.

MR. A. WILLIAMSON, *Middlebury, Vermont.*

Dear Sir:—Referring again to your complaint against the Central Vermont Railroad Company in regard to the tariff for shipping live stock from points on the Rutland Division to Boston, under Joint Circular No. 145, I now beg to say, that, although your complaint raised a question which technically would be subject only to the jurisdiction and action of the Interstate Commerce Commission, still, it was the purpose of this Board to hear the matter and thereupon make up and forward the case with such indorsement as might appear proper, to the Interstate Commerce Commission, if necessary. However, by the withdrawal of the Joint Circular No. 145, by the railroad companies, parties thereto, the grounds of your complaint seem to be removed, and the case has been suspended, until the Board should have some appointment in your part of the State, when you might, with little trouble to yourself, or expense to the State, appear before the Board and explain any existing grievance in the premises.

I would now advise you that the Board will be at Rutland, Bardwell House, nearly all of next week, to meet official appointments, and, if you still have any grounds for complaint in the matter of shipping your live stock to market, no doubt you can be given an opportunity to state your case then and there, at some hour that will be mutually satisfactory. Should you wish to communicate with me in the meantime, please address me at Rutland, Vt., in care of Bardwell House. If, however, you now have no cause for complaint, your case will be closed.

Yours very truly,

ALFRED E. WATSON, *Clerk.*

P. S.—Enclosures: Copies of Col. Chittenden's letter and Joint Circular No. 156, cancelling Joint Circular No. 145.

Mr. Williamson being absent from the State, was unable to appear at Rutland at the time appointed, and so advised the Board in the following communication :

STEVENS HOUSE,

S. S. GAINES, PRO.

VERGENNES, VT.

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MR. ALFRED E. WATSON.

Dear Sir:—On my return home I find your letter but too late for me to appear at Rutland. I am very sorry, as I should have been glad to have been able to see you.

Now will you please be kind enough to tell me is there any redress for me about my cars which were billed \$44.00, when they should have been \$33.00. The company carred others for \$33.00 and charged me \$44.00.

At the last of the time they claimed that cows with their calves were mixed loads and therefore made me pay \$44.00. All I can say in the matter is cruelty of animals oblige milch cows to be loaded with the calves. And more, I had 4 or 5 loads of cattle and no calves, but they charged me \$44.00 the same.

If this is right and there is no help through your Board please tell me so and I will drop the matter. I was treated the same when Interstate took up the business. They billed my stock for several weeks at \$47.00, when it should have been \$44.00.

And now they are allowing a party to run a P. C. & Gr. car for calves much larger and at the same rate as they charge me for small cars. I do not know as you have anything to say in this matter, but I do really want to know if all shippers should not be treated alike that are running from the same points and the destinations.

I would come the last of any week and see you, if it would be of any use, or you would allow me to see and talk with you.

Respectfully,

A. WILLIAMSON.

Thereupon the following letter was sent to the complainant, suggesting another day for considering this case, notice being given the railroad company, also :

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, May 29, 1891.

MR. A. WILLIAMSON, *Middlebury, Vermont.*

Dear Sir:—Your letter without date is received, contents noted. Inasmuch as you did not appear at Rutland, last week, while the Board was in session there, as I suggested that you might well do, if you still had any grievance in regard to shipping your live stock to market, and as no letter came from you, I concluded that you must be away from home. In regard to whether or not there is any redress for you in the amount you have paid per car in shipping live stock will, of course, depend upon all the facts in the case.

No railroad company has a legal right to charge you for transporting the same kind of freight, under like circumstances, to the same destination, more than is charged any other shipper, as this would be a discrimination against you, which is strictly forbidden by statute law, and it comes within the purview of this Board to inquire into just such cases.

I expect that the Board will be at Rutland again next week, on Friday, the 5th proximo, when certain of the railroad officials of the line against which, I understand, you make complaint, will be there, also. It would, I believe, be a good opportunity for you to lay your case before the Board, personally, and, while the railroad officials are present, as they might be invited to be, a free exchange of views could be had and the way opened to an early, satisfactory adjustment of matters complained of. Otherwise, a hearing could be had in the premises.

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

At the time last appointed the parties met and had a conference in the presence of the Board, and arrangement was made between them for a mutual conference subsequently, before entering upon a public hearing upon the issues raised by the complaint and answers, the result of which subsequent conference was a mutually satisfactory adjustment of the matters of difference, as appears by the following letter received by the Board:

BOSTON, MASS., July 25, 1891.

MR. ALFRED E. WATSON, *Hartford, Vt.*

Dear Sir:—After so long a time I have come to a settlement with Mr. E. A. Chittenden, therefore my case can be dropped.

Many thanks to your Board for the gentlemanly kindness shown to me.

Respectfully yours,

A. WILLIAMSON.

And the case was thereupon considered closed.

COMPLAINT OF SELECTMEN OF WILLIAMSTOWN.

SUBJECT: DEFECTIVE HIGHWAY AND HIGHWAY GRADE CROSSING.

WILLIAMSTOWN, VT., Sept. 25, 1890.

SAMUEL E. PINGREE, E. J. ORMSBEE AND T. C. FLETCHER, *Railroad Commissioners for the State of Vermont.*

Messrs:—We, the undersigned, Selectmen of the town of Williamstown, believing that the inhabitants of said town and the traveling public are suffering from a grievance caused by the Central Vermont Railroad Company neglecting to make suitable grade crossing near the depot in said town and also to furnish a reasonably safe road for public travel on the main road leading from Williamstown to Barre, said unsafe place being a very narrow place between the bank of the stream and the railroad dump with the railroad fifteen or twenty feet higher than the carriage road and nearly over it.

Now we respectfully request your honorable body to appoint some time in the near future (and give us notice of the time) when you will meet us and examine the places complained of.

And, if in the opinion of the Commissioners, the inhabitants of the town and the public generally have just cause of complaint, you will order such alterations and improvements as the case demands.

Very respectfully yours,

H. E. WHITE,

JAMES M. BASS,

H. P. MARTIN,

Selectmen.

The foregoing complaint was duly referred to the Central Vermont Railroad Company and the following correspondence ensued:

CENTRAL VERMONT RAILROAD.

GENERAL SUPERINTENDENT'S OFFICE.

ST. ALBANS, VT., Oct. 8, 1890.

ALFRED E. WATSON, *Clerk, Board of Railroad Commissioners, Hartford, Vt.*

Dear Sir:—Your valued favor of the 3rd inst. to Mr. E. C. Smith, enclosing copy of a complaint of the selectmen of Williamstown, has been referred to me for attention. If nothing happens, to prevent, more than I now know of, I will go to Williamstown, Thursday, and I think I can arrange with the selectmen to their perfect satisfaction. On my return I will write you the result of my visit.

Very truly yours,

J. M. FOSS, *Gen'l Supt.*

CENTRAL VERMONT RAILROAD.

GENERAL SUPERINTENDENT'S OFFICE.

ST. ALBANS, VT., Oct. 11, 1890.

ALFRED E. WATSON, *Clerk, Board of Railroad Commissioners, Hartford, Vt.*

Dear Sir:—Further in reply to your valued favor of the 3rd inst., to Mr. E. C. Smith, enclosing copy of a complaint of the selectmen of Williamstown, which was referred to me, I have to say that I met the selectmen of Williamstown, Thursday last, and think we shall succeed in arranging the matter to their entire satisfaction.

Yours very truly,

J. M. FOSS.

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Nov. 14, 1890.

MESSRS. H. E. WHITE, JAS. M. BASS, and H. P. MARTIN, *Selectmen, Williamstown, Vt.*

Gentlemen:—Pursuant to directions, I send you herewith enclosed copies of letters received from the Central Vermont Railroad Company, through its general superintendent, Mr. James M. Foss, in answer to your complaint of date the 25th of September last, which was duly referred to said company, and I beg to inquire whether or not the grounds

of your complaint have been removed, or you desire a present hearing in the premises?

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

WILLIAMSTOWN, VT., Nov. 19, 1890.

ALFRED E. WATSON, *Clerk, Board of Railroad Commissioners, Hartford, Vt.*

Dear Sir:—Your favor of recent date containing copies of letters received from the Central Vermont Railroad Company, through its general superintendent, Mr. Jas. M. Foss, received and in reply will say, that Mr. Foss came here as stated in his letter of Oct. 11, 1890, and agreed to remove the cause of our complaint, but nothing has been done thus far.

Do not know as it would help matters to have a hearing. We told him that we wished the repairs made before winter and we understood him that they should be. Mr. Foss did not appear to think that we asked anything unreasonable and seemed willing to grant all we required, but the company has not fulfilled the agreement and do not know as they intend to.

Yours very respectfully,

H. E. WHITE,

Chairman of Board Selectmen.

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Nov. 10, 1891.

To the Chairman of the Board of Selectmen, Williamstown, Vt.

Dear Sir:—Referring again to the complaint of the Selectmen of Williamstown against the Central Vermont Railroad Company, lessee of the Montpelier & White River Railroad, in regard to insufficient grade crossing and highway as specified in said complaint, and which complaint was suspended upon your letter in answer to my letter referring the answer of said railroad company to your complaint to await the action of said railroad company in the premises, I would now inquire on behalf of the Board whether or not the cause of complaint has been removed so that the entry may be made in the Board's docket of cases that this one has been satisfactorily adjusted or finally closed?

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

WILLIAMSTOWN, VT., Nov. 16, 1891.

To Board of Railroad Commissioners.

Gentlemen:—In answer to your favor of November 10th, I am happy to inform you that the Central Vermont Railroad Co., have caused the approaches to grade crossing to be graded and highway fixed to the satisfaction of this town, and the causes of complaint referred to in your letter are removed.

Respectfully yours,

FRANK MARTIN,

Chairman of Selectmen of Williamstown.

Whereupon the Board ordered the case closed.

PETITION OF ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD COMPANY.

SUBJECT: PROPOSED GRADE CROSSING.

To the Honorable Board of Railroad Commissioners for the State of Vermont:

The St. Johnsbury and Lake Champlain Railroad Company respectfully show to your Honorable Board, that in the construction of one of its sidings at the scale factory of E. & T. Fairbanks & Co., it will be necessary to cross at grade a public highway at Fairbank's Village, so called, in the town of St. Johnsbury in the County of Caledonia and State of Vermont, which proposed railroad crossing will be constructed at or near the west end of the bridge across Sleeper river; that the only persons or corporations interested in the land or highway so to be taken and used is the town of St. Johnsbury and the Village of St. Johnsbury;

Wherefore it prays that your Honorable Board may order such hearing as you shall deem necessary in the premises, and that you may grant your consent for such crossing to be built and maintained, and for such other or further orders as shall be necessary and reasonable in the premises.

St. Johnsbury, Vermont, October 6th, A. D. 1890.

ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD COMPANY,

By E. H. Blossom, Assistant Superintendent.

The Village of St. Johnsbury, by its Board of Trustees, consents to the proposed crossing.

L. D. HAZEN,
E. H. BLOSSOM,
GEORGE RANNEY,
C. M. SPENCER.

The Town of St. Johnsbury, by its Board of Selectmen, consent to the proposed crossing.

DANIEL CARPENTER,	}	<i>Selectmen of the Town of St. Johnsbury.</i>
O. P. BENNETT,		

This petition was duly considered in full Board meeting at Burlington, Oct. 21st, 1890, after examination and report by Commissioner Fletcher, whereupon it was

“*Voted*, That the prayer of the petitioner railroad company be granted as asked ; and that the clerk be directed so to advise the superintendent thereof.”

And on Oct. 25th, 1890, the Superintendent of said railroad company was notified of the action of the Board in the premises.

COMPLAINT AND PETITION OF CITIZENS OF BRAINTREE AND RANDOLPH.

SUBJECT:—DANGEROUS HIGHWAY GRADE CROSSINGS.

TO HON. S. E. PINGREE, *One of the Board of Railroad Commissioners for State of Vermont.*

The undersigned inhabitants of the town of Braintree and Randolph represent to said Board, that there are two railroad crossings in said Braintree, known and called the Ford Crossings that are dangerous to the public.

Already three have been killed on one or the other of said crossings. We ask said Board to examine said crossings and make an order for such changes, either by putting the highway under the railroad, or in such other way as said Board will deem best for the safety of the public.

BRAINTREE, VT., OCT. 27, 1890.

C. R. Dutton,	J. B. Ford,	A. M. Dunham,
L. Stone,	Geo. Platt,	I. M. Jones,
M. L. Lanfield,	J. W. Biglow,	N. C. Flint,
S. M. Fuller,	Hiram S. Luce,	Geo. A. Sargent,
Henry H. Lane,	J. H. Williams,	Clarence C. Kemp,
Henry S. Lyman,	Joseph Corew,	Henry D. Banister,
G. W. Carpenter,	F. P. Beedle,	S. N. Gould,
S. M. Flint,	Fred A. Dumo,	W. Fairbanks,
Frank Wadleigh,	John Prince,	J. S. Averill,
W. F. Ketchum,	John Leazaren, Jr.,	A. S. Burnight,
Harley Ward,	M. Flint,	Lyman Hutchinson,
P. M. Damon,	E. P. Flint,	J. C. McIntire,
C. N. Morse,	W. W. Bean,	A. W. Emery,
C. H. Montgomery,	B. A. Martin,	Adrian Ordway,
Lyman Flint,	A. M. Trask,	N. G. Hart,
H. H. Harwood,	C. Speer,	Alfred Webster,
Phineas Campbell,	B. B. Chase,	J. A. French,
Geo. A. Walbridge,	Geo. L. Spear,	I. S. Chase,
W. H. Nichols,	George L. Bacon,	Chas. Flint,
Chas. Bover,	F. G. Morse,	C. L. Smith,
John Kelsey,	A. H. Beedle,	E. Gerry,
J. H. Mayo,	G. E. Parker,	H. P. Sanford,
M. L. Scott,	W. H. Messer,	F. Bryant,
E. H. Greene,	C. M. Bass,	Rosco Patch,
H. A. Panars,	Peter Tredo,	J. L. Moses.

The following statement and report will show the action of the Board in this case :

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, Sept. 20th, 1892.

In the Matter of the Complaint and Petition of Citizens of Braintree and Vicinity in regard to the so called " Ford Grade Crossings," on the line of the Central Vermont Railroad in the Town of Braintree.

This petition was presented to and heard by the Board of Railroad Commissioners of 1888-90, but the hearing was had and the premises were examined subsequent to the date of the Biennial Report of that Board and consequently was not included in the same, but was held for further consideration and action.

Before the completion and publication of the Report of said Board, remonstrances, numerous signed, and other communications were received by the Board, protesting against any change involving an abolishment of these grade crossings, and representing that "the road is now in the best place for the safety and interest of the public," and asking that the report of the Board be adverse to any change. These remonstrant petitions bore the names of 244 persons, some purporting to be tax payers of said town, or interested in said road; others being inhabitants of Braintree and vicinity who are interested in the same.

Before these petitions of remonstrance were received the Board of 1888-90 had directed the preparation of the following order, which was drawn by Commissioner Ormsbee, to be submitted to the board for its final action :

"In the Matter of the Petition of C. R. Dutton and 74 others in reference to two grade crossings, known as the "Ford Crossings," on the Central Vermont Railroad, in the town of Braintree.

The petitioners, by their complaint and petition, represent and say that the highway crossings in question, namely, "two railroad crossings in said Braintree, known and called the Ford crossings, are dangerous to the public. Already three have been killed on one or the other of said crossings. We ask said Board to examine said crossings and make an order for such changes, either by putting the highway under the railroad, or in such other way as said Board shall deem best for the safety of the public."

Upon receipt of the petition, notice thereof and of the time and place when the Board would examine and consider the subject of it was duly given to the said town of Braintree and to the Central Vermont Railroad Company, and on the 25th day of November, 1890, the Board was attended, pursuant to said notice, by the selectmen of said town and by said railroad company, and was also attended by a portion of the petitioners and by Mr. Ford, the only land owner affected by the order made herein, said examination and hearing being at said crossings.

From such examination and hearing it appeared that there are two highway grade crossings, about seventy rods apart at this place, about two miles north of the village of West Randolph, and on the main highway from West Randolph to Northfield and Montpelier. The southerly of said crossings in traveling north passes to the west side of said railroad, from which the highway extends along the westerly side of said railroad and near to it for about seventy rods and crosses over the railroad again to the east side of it,—both of said crossings being at grade as before stated. The Board finds that the southerly of said crossings is not extremely dangerous to public travel, but finds that the northerly of said crossings is dangerous to public travel to such a degree as to call for its avoidance and abolishment. A highway from the west intersects this main highway between said two crossings, a large part of the travel of which passes over said southerly crossing. The abolishment of the last named crossing would necessitate an over-grade or an under-grade crossing, either of which would involve a large expense; and such an expense as, in the opinion of the Board, would not

justify an order at this time for an over-grade or an under-grade crossing. Therefore, the Board makes no order in reference to the southerly crossing. It is the opinion of the Board that the public safety requires that the said main highway at and between said two crossings be altered by changing the same to the easterly side of said railroad, and that the northerly of said two grade crossings be abolished and closed.

Accordingly, the Board orders that said main highway be altered in accordance with the opinion of the Board in that behalf, as above expressed, namely: That said main highway be so changed and altered at and between said two crossings as to pass from the one to the other on the easterly side of said railroad, and thus, so far as the main travel of said highway is concerned, avoiding both of said grade crossings, but leaving the said southerly crossing as it now is, and also the highway, streets and thoroughfares on the west of said railroad to and for the accommodation and use of the travel upon said highway leading as aforesaid from said main highway to the west.

And the Board further orders that upon the completion of said highway so ordered to be constructed on the said easterly side of said railroad, said northerly of said two grade crossings shall be abolished and closed to public travel.

And further orders and directs that said changes and alterations of said highway be made by the said town of Braintree, and that the same be completed on or before July 1st, 1891, and that the expense thereof, including land damages and fencing, be borne and shared equally by and between said town of Braintree and said railroad company.

And the Board suggests, and so far as it is in its province and power so to do, orders that the said proposed and ordered new highway be three rods in width, and that the center line thereof be in and along a line of stakes as now set,—the same being so set in a direct line,—and the same being at the southerly end or part of the line of said proposed highway a short distance to the east of the easterly fence of said railroad, and from thence running northerly and crossing said railroad fence, and continuing northerly a short distance to the west of said fence to the said highway leading easterly and northeasterly from the crossing ordered to be abolished and closed as aforesaid.

And the Board suggests, and so far as it is within its province or power in the premises, orders and directs, that the line of travel in and alongside the proposed highway be (so far as may be) in and along and upon the easterly half of said highway and that on the westerly side of said traveled track, the entire way between said two crossings, there shall be erected a substantial board and post fence, not less than four (4) feet in height, as a guard against dangers to highway travel from passing trains, and that the same be so erected to the satisfaction of the Board."

The foregoing draft of report not having been published at the end of the last biennial term and changes having been made in the constitution of the Board, the further consideration of the case was ordered to be suspended and a further hearing had upon the petitions, the following spring.

Whereupon, upon due notice to the railroad company and the petitioners and remonstrants, the premises were examined by the present Board and further testimony was heard at Braintree, November 17th,

1891, at which examination and hearing the town of Braintree appeared by its selectmen, the railroad company by its general manager, and the petitioners and remonstrants were in numbers more or less present. Also, the owners of the land adjoining said crossing were notified and were present or represented at said hearing.

Examination of these crossings convinced the Board, as the former examination had convinced the former Board, that the same were both dangerous crossings and that the northerly or upper one was of an extremely dangerous character, to the extent that none known to the Board can be deemed more so, to the highway traveler, from trains bound northerly over it.

Many trains pass these crossings daily, and the highway is one of a large amount of travel for a country road.

The change insisted upon by the petitioners at the first hearing was an under-grade, through the railroad embankment just above or northerly of the upper crossing. This would dispose of and abolish the upper crossing, but the lower one, only 1257 feet from it, would continue at grade for the entire travel of this valley.

The expense of this change would be large and, justly apportioned between the railroad company and the town of Braintree, would be a heavy burden to each.

These crossings are 1257 feet apart and the travel coming from the west side of the river and accommodated by either crossing is very small. The diversion of the travel on the main highway away from these crossings, by connecting the points opposite them along the east side of the railroad, appears from inspection and the testimony presented, to be perfectly feasible, comparatively inexpensive, and, if properly constructed, to afford a good road with no heavy grade in either direction.

This would, for all travel over this main highway, do away with both of these Ford crossings, leaving the lower one open only for the small travel of the county road westerly of the railroad.

It would abolish the more dangerous crossing, and divert all considerable travel from the other also.

The Board, therefore, orders : I. That the said highway be changed to the northeasterly side of the railroad between the Ford crossings in Braintree,—beginning in the highway at the cherry tree standing just southeasterly of the lower crossing and running by center line along the wall at the westerly side of Charles L. Vinton's field, thence on to, and across the open ground owned by the railroad company to the bar-way of the Ira Ford pasture,—thence along the line of stakes

as set by Mr. Babbitt over the rise and past the spring to a point about opposite the first telegraph pole south of the upper crossing,—thence gradually curving to the right along near the base of the hill and descending by a grade not exceeding 5 per cent. until it unites again with the present highway near the foot of the present slope beyond the last named crossing. The grade to be so made as not in any place to exceed 5 per cent. on the northerly part of the road, or 3 per cent. for the southerly portion. The same to be laid three (3) rods in width, and the westerly side of the same not to extend beyond the location of the present wire fence of the railroad; and the traveled path to be worked in the most convenient part of said location for the construction and convenience of use of said highway;

II. That said railroad company do take the proper steps for taking the land for the construction of said road, and proceed to build the same and have the same made and completed for the inspection and acceptance of the Board on or before December 1st, 1892;

III. That the said town of Braintree, upon the acceptance of said road by said Board, do pay to said Railroad Company the sum of two hundred dollars (\$200.00) as its just proportion of the land damages and the construction of said road. The said railroad company is to pay the balance of all expense of the same;

IV. That, upon the acceptance by the Board of said highway, so constructed, said upper crossing be abolished and closed as a highway grade crossing.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT OF VALENTINE KNITTING COMPANY.

SUBJECT: ALLEGED EXCESSIVE FREIGHT CHARGES.

The following report of the Board in this case give a full statement of the same:

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, Sept. 16th, 1892.

In the Matter of the Complaint of the Valentine Knitting Company against the Bennington & Rutland Railway Company, alleging excessive freight rates.

BENNINGTON, VT., November 3rd, 1890.

To the Board of Railroad Commissioners, Montpelier, Vermont.

Gentlemen:—For years this section has labored under the disadvantages of excessive railroad freights.

The charges for freight for textile fabrics from Bennington to State Line, 7 miles, is for outgoing *through* freight, 7 cents per 100 pounds; incoming, 10 cents per 100.

The same freight going or coming is 8 cents for twenty-nine miles from State Line to Troy, and 7 cents (water or rail) for 156 miles from Troy to New York. The first charge of 7 cents and 10 cents for 7 miles the manufacturers here think an outrage, needing nothing but the statement of the facts to prove, and if any power rests with your Board to remedy it, we urge that such power be exercised.

The State is making efforts to induce manufacturers to establish their industries among us, and this matter of freight in this section is a bar which cannot be overcome as matters now stand.

Two cents for the distance mentioned is ample, and three cents would be high.

We have suffered this imposition for years, and we feel that it is time we had relief, if relief is possible.

Very truly yours,

A. B. VALENTINE.

The foregoing petition being duly referred to the Bennington & Rutland Railway Company for such answer as said company might desire to submit to the Board thereto, and the complainants demanding an immediate hearing, the same was appointed and had at Rutland, November 19th, 1890, at which time the complainant corporation appeared by A. B. Valentine, its Vice-President, and the said railway company by M. S. Colburn, Managing Director, E. D. Bennett, Superintendent, and H. W. Spafford, General Freight Agent.

The facts upon which the complainants rely in support of this complaint were presented by Maj. Valentine and the statements of Messrs. Colburn and Bennett in defence of their freight rates in the premises were made, and several exhibits were produced by the parties tending to substantiate their respective claims.

It appeared that August 13th, 1890, the following freight bill was presented to the complainants and paid, to-wit :

August 13, 1890.

VALENTINE KTG. CO.,

To the BENNINGTON & RUTLAND RAILWAY CO., Dr.

For transportation from W. C'k. to
 No. of car. Weight. Rate, \$ cts.

4 Bags Wool,	470	.47
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	Back charges,	1.65
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		\$ 2.12
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Received payment,

(signed) F. G. MATTISON.

And October 8th, following, this bill was presented and paid, viz :

October 8, 1890.

THE VALENTINE KTG. CO.,

To the BENNINGTON & RUTLAND RAILWAY COMPANY, Dr.

For transportation from White Creek to
 No of car. Weight. Rate, \$ cts.

50 Bags Wool,	6090	6.03
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	Back charges,	28.95
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		\$ 34.98
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Received payment,

(signed) F. G. MATTISON.

It appeared that these goods were consigned to the complainants from Camden, N.J., and that they had been shipped over one or more lines of railway outside the limits of this State, and whether under a joint tariff arrangement does not at first appear.

All possible question of jurisdiction in the Board was, however, waived by the defendant railway company.

It appeared that White Creek station is at N. Y State line, seven miles from Bennington village, where the complainants' mills are located, and that the local schedule rate upon this class of goods is 10c. per hundred pounds coming to Bennington from that point.

The Bennington and Rutland Railway has its terminus at White Creek and extends thence via. North Bennington to Rutland, with a line also from North Bennington to Bennington village. At White Creek the Bennington and Rutland Railway connects in direct line with the Fitchburg System.

It was claimed by the complainants, and not contradicted, that there is practically no competing line between Troy and Bennington which could be availed of to advantage by shippers; that goods can be shipped from Troy to White Creek (a distance of 30 miles) for 8c per hundred pounds, while the tariff thence to Bennington (for the 7 miles) is 10c per hundred pounds,—the through rate, Troy to Bennington, being 14c; these being rates applicable to freights originating at Troy, while for such as do not originate at Troy the freight is 8c per hundred pounds to White Creek and 14c to Bennington.

This local rate of 10c per hundred pounds on this (1st) class of goods from White Creek to Bennington the complainants insist, among other things, is excessive, and asks the Board to remedy the same, if within the scope of its power to do so.

The railway company concedes the rate for the 7 miles haul to be as claimed between the points named, but insists that the same is not excessive or unusual, as compared with other points upon other railroads within and without the State, under similar conditions. That Bennington village is, for all practical purposes of railway service, off the trunk line and is in effect a terminal of a spur track, and hence, it becomes a special expense to maintain the proper freight facilities while the traffic over the same is so small.

The defendant company further claims that if the complainants desired a cheaper tariff rate upon these goods, they should have availed themselves of the through rates from Camden to Bennington instead of having the goods billed to White Creek and thereby subjecting themselves to local rates therefrom, and that it was the fault of the shipper and not of the railway company that these two consignments of goods were not billed through to Bennington.

It appeared that there is no transfer of these goods at White Creek, but that they go directly along in the train to Bennington. They were "*directed*" at Camden, when consigned, to Bennington; but were "*billed*" to White Creek, a connecting point in the line of roads, from which point they go forward "*re-billed*" to Bennington without change or delay of train on their account.

Defendant company, also, claimed that it is the standard practice on all railroads, when goods are directed to a point on its line, but billed only to the connecting point of road from which the same are received, to charge local rates from such connecting point to point of destination.

The complainants claimed that the through rate on these goods, if they had been *billed* as they were *directed* over the route with which connecting tariff arrangements exist, would have been 5 4-10 cents per

hundred pounds, and, as they are not re-shipped or stopped, but go right along in the same train, they insist that they should be subject only to the through rate of 5 4-10 cents per hundred pounds, instead of being subjected to the local rate of 10 cents per hundred pounds, for the last 7 miles, notwithstanding they were billed by the delivering road to White Creek, being directed to Bennington.

It appeared that the Bennington and Rutland Railway is a party to a through joint tariff arrangement with the Pennsylvania and the Fitchburg Railroads from the point of consignment to the point of destination of these shipments. Why was not the advantage of the through rates for these shipments improved by the consignor, instead of having them billed to White Creek³ and there exposed to the claim of local rates?

If such a condition existed, should not the inquiring shipper be apprised of it by the receiving carrier that he might avail himself of its benefit?

These questions appeared to the Board to require further knowledge of the facts of the manner of the consignments. The following letter of inquiry was sent to the complainants by the Board after the hearing and pending the consideration of the case :

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Dec. 15, 1890.

MAJ. A. B. VALENTINE, *Vice-President, Valentine Knitting Company, Bennington, Vt.*

Dear Sir :—Referring to your complaint against the Bennington and Rutland Railway Company, dated November 3, 1890, and upon which a hearing was had at Rutland, November 19 last, I have been directed to ask you what effort, if any, was made at Camden, N. J., and Philadelphia, Penn., by the consignors of the goods specified in the bills of the Bennington & Rutland Railway Company against your company, dated October 8 and August 13, 1890, respectively, which you filed with the Board at said hearing, to find out if any railroad company at these points had a joint tariff with the Bennington & Rutland Railway Company, whereby goods could be billed through to Bennington under such joint tariff, as well as shipped through to that point?

What was the result of such effort, or inquiries by consignors?

Did you give any directions or advice to consignors aforesaid, or do you ever? Awaiting your reply to the foregoing inquiries,

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

To which this reply was received :

VALENTINE KNITTING COMPANY.

BENNINGTON, VT., December 16, 1890.

HON. S. E. PINGREE, *Chairman Railroad Commission, Hartford, Vt.*

Dear Colonel :—Yours, through Mr. Watson, Clerk, relating to complaint made by me against Bennington and Rutland Railway Company, for excessive freight charges, is received.

After first shipment from Camden, we wrote to consignors complaining of excessive freight charges. They answered that no railroad from Camden could inform them what were the through rates to Bennington, and said that they would try shipment in carload lots, thinking that would remedy the trouble. On the carload lots we were charged the local rates,—ten cents, seven miles,—from White Creek to Bennington, all the same,

In addition to these letters, Mr. Lindloff, the President of our Company, went to Camden to see the parties about this very matter of freight, but all of his and their efforts, could not get a through rate from the other end, and we had to submit to the railroad construction, that distance and shipping directions did not make through freight. Thus, we could not get through rates at either end of the line. We spent more time, and used more diligence and care in this matter, to avoid extortion, than I think we were under any obligation to do.

Our point is, that local freight is freight emanating from White Creek, or this side of that point, and that through freight is from Troy, or beyond. That any freight loaded at Troy or beyond, billed to Valentine Knitting Company, Bennington, Vt., is through freight, all railroad fiction to the contrary notwithstanding.

We have no means of knowing what constitutes, according to railroad construction, through freight beyond New York, Boston, and Chicago, and I venture to make the assertion that, in a week's time, we cannot find out, at any office of the Bennington and Rutland Railroad Company how best to ship freight to avoid their local rates, from Camden, or any point south, or from any point west of Chicago, or from any point in New England, except Boston, and on Vermont Central and Fitchburg lines.

And after the week is passed, the chances are that we do not get the information sought. In the meantime, stock is wanted to run the mill, and must be had, even if we do pay ten cents per hundred, through

freight, for seven miles haul, which amounts to about a fifth of the whole freight from Camden—about 300 miles—to Bennington.

We claim that the road ought not to have the right to change local rates under any circumstances, for actual through freight, and that the technical plea of opportunity should not be held good.

After this matter is out of the way, we propose to prove that ten cents, as a local rate, from White Creek to Bennington, is four cents too much, and that three cents, as a through rate, from White Creek, is ample. In all this we speak of first-class freight.

If there is any way of learning the actual profits of the road, and the amount paid out in salaries, to the principal owners thereof, we think we will show that the road can afford to make rates somewhat in accordance with distance hauled, and then realize an actual profit, larger than made by the manufacturers, who furnish the road with its business out of and into Bennington.

Very truly,

A. B. VALENTINE.

And on the same date inquiries were made of the defendant railway company as appear in the following letter :—

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Dec. 15, 1890.

COL. E. D. BENNETT, *Superintendent Bennington and Rutland Railway Company, Bennington, Vt.*

Dear Sir:—Referring to the complaint of Maj. A. B. Valentine of Bennington, dated November 3, 1890, upon which a hearing was had before this Board at Rutland, November 19, last, I have been directed to make the following inquiries of you :

1. Has the Bennington and Rutland Railway Company a joint freight tariff with any line or lines between Philadelphia, Penn., and Bennington, Vt., and Camden, N. J., and Bennington, Vt.?

2. If so, was it one of the employees of a road which is a party to such joint tariff who received goods consigned to the Valentine Knitting Company, as per bills of your company dated Aug. 13, and Oct. 8, 1890?

3. Why were not the goods as specified in bills of said dates billed through to Bennington instead of to White Creek?

4. Was there any mistake in the billing of these goods whereby a

rebate should be made, or would be justifiable, in the freight charges paid by the consignee?

Awaiting your answers to the foregoing several inquiries,

Yours very respectfully,

ALFRED E. WATSON, *Clerk*.

To which the following letter and enclosures were received :

BENNINGTON & RUTLAND RAILWAY COMPANY.

E. D. BENNETT, Superintendent.

BENNINGTON, VT., Jan. 31, 1891.

ALFRED E. WATSON, ESQ., *Clerk, Board Railroad Commissioners*.

Dear Sir :—Enclosed please to find reply to your favor of December 15, pertaining to the complaint of Maj. Valentine of Bennington.

I regret exceedingly that so much delay should have occurred but it has seemed to be quite unavoidable.

If any farther information is desired, I shall be glad to furnish it and shall hope to make better time.

I am, very respectfully yours,

E. D. BENNETT, *Sup't*.

BENNINGTON & RUTLAND RAILWAY COMPANY.

E. D. BENNETT, Superintendent.

BENNINGTON, VT., Dec. 16, 1890.

H. W. SPAFFORD, ESQ., *General Freight and Passenger Agent, Bennington and Rutland Railway Company*.

Dear Sir :—Please give me the necessary information to make a proper reply to the enclosed.

Yours,

E. D. BENNETT, *Sup't*.

RUTLAND, VT., Jan. 29, 1891.

E. D. BENNETT, *Superintendent*.

Dear Sir :—Referring to yours of the 16th ultimo, would say that the delay in getting the information requested by you has been more than was expected, and more than it should have been.

In tracing these shipments back, to learn at what place and station they were delivered, it was necessary first, to get the original way bills

from the Fitchburg Railroad, and then send these to our connections, but in one of these trips to the West Shore Railroad, the bills were lost in transit, or mislaid, and duplicate had to be procured, hence the delay. When this was all done, we simply had the information that the bill of lading would have given us on its face, as that would have shown from what station shipment was made.

1. We have a Joint Line Tariff between Camden, N. J. and Philadelphia, Pa., and Bennington, via. Pennsylvania Railroad, as per tariff herewith enclosed. The rate on wool between Camden and Philadelphia, and Bennington, is 45 cents per 100 pounds.

2. In answer to Mr. Watson's second inquiry as to the shipment of 50 bags of wool, Oct. 8, 1890, No. This lot was delivered to the Atlantic City Railroad, at its station in Camden and billed to Port Richmond via. Atlantic City Railroad, and from Port Richmond, via. the Philadelphia and Reading Railroad, neither of which roads have we a tariff arrangement with. Had it been delivered to the Pennsylvania Railroad station, instead, as it should have been, it would have taken the through rate.

As to the shipment of Aug. 13th, 1890, four bags of wool, Yes. This was delivered to the Pennsylvania station in Camden, but instead of being forwarded to Bennington via. Pennsylvania Line, was incorrectly routed by the billing clerk at Camden, and came via. Jersey City and West Shore, with the same freight charges, namely \$2.12, as would have been charged had it been billed at through rate of 45 cents per 100 pounds.

3. In answer to Mr. Watson's third question, would say that my answer to his second fully replies to it.

4. And as to the fourth I am unable to find that there is any overcharge on either of these shipments whereby a rebate should be made. From the fact that the fault of the shipment of Oct. 8, was entirely with the shipper, and the shipment of Aug. 13, while routed wrongly, was not overcharged according to through tariff.

Yours very truly,

H. W. SPAFFORD, G. F. A.

From this correspondence and the following letter, it appeared that the through joint rates were open to the consignor but were not improved by him for reasons stated. The following letter was received from the consignor in answer to a communication from Commissioner Bagley seeking further inform-

ation in regard to the manner of the shipment and the reasons for the same being billed to White Creek, instead of to Bennington where directed :

HOWLAND CROFT, SONS' & CO.

LINDEN WORSTED MILLS,

BROADWAY AND JEFFERSON AVENUE.

CAMDEN, N. J., April 2nd, 1891.

MR. L. G. BAGLEY, *Rutland, Vt.*

Dear Sir :—Yours of the 31st March is received and noted. In reply would say that the rate Reading people gave us by telephone, was, we think, 55 cents through for car load lots. We did not get a bill of lading, for the reason, that the car was shipped several days before we heard from the agent. We had the car loaded and held several days awaiting an answer on the rate. The Valentine people wanted it shipped all rail, through, if possible, so we sent it by Reading because they said they could send it this way. The Pennsylvania, when we telephoned them for a through rate to Bennington, said they could not give us a through rate only to White Creek.

In regard to the 4 bags shipped in August, '90, we just sent them by Pennsylvania Railroad and did not ask for any rates.

No one saw Mr. Bissett in person, we having telephoned them for the rate.

Yours truly,

HOWLAND CROFT, SONS & CO.

P. S. We have no record and can not find out from the Agent if the above rate, 55 cents, is correct or not.

From this letter it appears that effort was made at the October shipment but not at that of August to obtain through rates to Bennington over the Pennsylvania Railroad (which was then under the joint tariff arrangement with the Fitchburg and its connecting roads, one of which was the defendant road) and the result of this effort was the mis-information that they could bill only to White Creek and not through to Bennington.

Such information from the Pennsylvania Company well might excuse the shipper from examination of the properly posted joint tariff schedules which, had they been consulted, would have shown him that he was entitled to through shipment and billing on joint rates to Bennington, without being subjected to any local rates from White Creek incident to shipping by another line not in joint tariff rates with the Bennington and Rutland Railway.

This erroneous information was relied upon by the shipper and he shipped by the "Reading Route" for reasons stated in this (Howland Croft, Sons and Company's) letter above.

The correspondence before the Board, however, indicates that, notwithstanding the error in connection with this shipment of August 13th, no pecuniary loss or damage was sustained by the complainants since the cost of transportation of their goods as they were shipped was not in excess of the joint tariff rates. The sum paid for that shipment was \$2.12 from Camden to Bennington, which is substantially in accordance with the joint tariff rate of 45 cents per hundred pounds.

Just how the Bennington and Rutland Railway Company in their collection of their local tariff of 10 cents per hundred pounds account for the same in settlement with their partners in the joint tariff, the Pennsylvania and Fitchburg Railroad Companies, does not appear, and is foreign to this inquiry so long as it does not appear to prejudice the complainants.

Under joint order No. 1, date of effect January 20, 1890, and in force when these two shipments were made, the tariff on first class shipments of goods from Camden, N. J., to Bennington is found to be 45 cents per hundred pounds, while upon the shipment of October 8th, via. the "Reading Route," for reasons appearing in the Howland Croft, Sons and Company's letter, they were subjected to a through rate to Bennington of 55 cents (together with some slight additional charges for something which was not explained or complained of) and the complainants insisted that upon all such freight of the first class the local rate of 10 cents per hundred pounds of the Bennington and Rutland Railway which enters in to make up this 55 cents through rate should not be allowed upon any goods whose shipment originates beyond White Creek, but that the same rate in proportion to the distance hauled should apply to this distance from White Creek to Bennington as is charged for the distance of transportation from the receiving point. That such freight is through freight and that no local rates should attach to it under any circumstances shown in the case.

The Board finds that upon goods shipped by a road with which a joint tariff arrangement exists, this proposition holds good, but that between roads where such business relations do not exist it does not hold good.

This commission has no authority under the law (nor has the Interstate Commerce Commission as settled by its repeated decisions) to compel or to recommend railroad companies to enter into joint rate arrangements for through traffic with each other.

See *Capehart and Smith vs. the Louisville and Nashville Railroad Company and others*, decided November 3, 1890; Interstate Commerce Commission Reports, Vol. IV page 265.

In this case the commission says as follows, viz:

"Through rates and through billing are matters of agreement among carriers engaged in interstate commerce, and, as was decided in the case of *The Little Rock & Memphis Railroad Company v. The East Tennessee, Virginia & Georgia Railroad Company*, 2 Inters. Com. Rep. 454, 3 I. C. C. Rep. 1, the Commission has no power under the Statute to compel them against their consent to enter into arrangements for through rates and for through billing."

"The doctrine as established by the Supreme Court of the United States is that the common law imposes no obligation upon railroads to enter into such contracts, in the absence of statutory regulations to the contrary, and that if the carrier contracts to carry freight or passengers beyond its own line it may determine for itself what agency it will employ."

See *Atchison, Topeka & Santa Fe Railroad Company v. Denver & New Orleans Railroad Company*, 110 U. S. 667 [28 L. ed. 291]; *Pullman Palace Car Company v. Missouri Pacific Railway Company*, 115 U. S. 587 [29 L. ed. 499].

The method of doing through business, and upon through bills of lading, requires ordinarily that the freight charges shall be collected at the point of destination, and the carrier might for some reasons be willing to do a credit business of that kind with one connecting line and not with another."

This reduces the case to the consideration of the remaining questions raised in the complaint and letter of the complainant, to wit:

Is the charge of 10 cents per hundred pounds on this class of goods from White Creek to Bennington, a haul of seven miles, exorbitant and excessive? And, if so, has the Board authority under the law to afford a remedy?

Upon the matter of the excessiveness of the rate charged, the Board finds that this kind of goods (wool) is exceedingly bulky, a carload lot weighing but about 6,000 pounds or three tons, the bulk as well as the weight of goods being an important element for consideration in determining the reasonableness of the charges of the carrier for the transportation of the same.

It is also found true, as claimed by the defendant company, that a railroad line like this one from White Creek (or at least that portion of it from North Bennington to Bennington village) is entitled to charge higher local rates upon goods transported by it than to stations upon its trunk line where the business from its traffic is much larger as a whole

and the cost of road and operating expenses are distributed throughout the whole line instead of being expended for the purposes of the public convenience and accommodation at a single terminal where there are no intermediate stations to contribute to the business of the road.

It would not be just to claim that the passenger and freight tariff of a through trunk line like the Boston and Maine, the Central Vermont, or the Fitchburg Railroads, the great bulk of whose business is through business, should be adopted as the tariff rates to be applied to the Woodstock Railway, which, like this Bennington Branch, is wholly dependent upon its local tariff over its short line for its revenues. Such a regulation would at once leave the line having only local traffic to derive a revenue from in a state of bankruptcy.

Besides, any railroad company, after a reasonably economical management of its business affairs, is entitled to some return upon its invested capital, and its right so to regulate its tariff rates as to make its "Ends meet," and, if possible, pay something in dividends to those whose money has been invested in it, is not a matter of question.

By the official and sworn returns made to the Board by this company, in 1889 it paid a dividend of 4%, and in 1890 a dividend of 1%. There is no claim in the case that there has been any discrimination in freight charges to the prejudice of the complainant company.

Section 10 of the charter of the Western Vermont Railroad Company (now the Bennington and Rutland Railway Company) contains the following provision for tolls, and the manner and limit of regulating the same for this company.

FROM CHARTER OF WESTERN VERMONT RAILROAD COMPANY, APPROVED
NOVEMBER 5, 1845.

"SEC. 10. Toll is granted for the benefit of said corporation, upon all passengers and property which may be conveyed or transferred upon said road, at such rate per mile as may be established from time to time by the directors: *Provided*, the Supreme Court, at any stated session thereof, holden in either of the counties through which said road passes, on application of ten freeholders in any town through which said road passes, may alter or establish the rate of toll, and price paid for transportation, upon said road, for a term not exceeding ten years, at any one time, and in such manner that said corporation shall not receive less than ten per centum per annum, on the amount of capital stock, including all expenses of said corporation, for the first fifty years after said

corporation shall commence taking toll on said road ; and in such manner that said corporation shall not receive less than six per centum per annum on the amount of capital stock, including expenses of said corporation, thereafter."

Taking into consideration the charter rights of this company in respect to the regulation of its tariff rates, the limited traffic of this branch line, the bulky nature of the goods in question and the small returns realized by those who own the property, the Board does not deem that it would be equitable and just (even if the legal right so to do was clear) to adjudge that the local rate charged upon this class and kind of goods is too high.

By the Board,

ALFRED E. WATSON, *Clerk.*

PETITION OF CITIZENS OF RUTLAND, AND ABOLISHMENT OF LONDON GRADE CROSSING IN RUTLAND VILLAGE.

SUBJECT :—DANGEROUS HIGHWAY GRADE CROSSING.

The following report in this case gives a full statement of the same and the action of the Board in the premises :

In the Matter of the Proposed Abolishment of the so called "London Grade Crossing" in the Village of Rutland.

This matter was originally taken under consideration by the Board upon its own motion, under the provisions of Section 3 of Act No. 21 of the Laws of 1888, and the following report was issued in the premises :

"HARTFORD, November 26, 1890.

"In the matter of the proposed abolishment of the so called 'London Grade Crossing' in the village of Rutland.

"Upon notice to the persons and parties in interest, and to the public at large.—through the press, the Board met at Rutland on the 4th day of November and again on the 20th day of November, instant, and there made inquiry and examination in regard to the subject, and examined the premises.

"Upon further consideration of the subject, the Board has come to the following conclusion :

"In view of an expected and probable change in the management and control of the Rutland Railroad, at an early day, coupled with the fact that a change in said crossing in the direction of abolishing it, and ordering a substitution therefor, involves large expense and would seriously affect owners of property in the immediate vicinity of the cross-

ing, and for other good and obvious reasons, the Board concludes not to make any order in the premises at present, but to hold the case under suspension until such time in the near future as it shall seem best to revive it.

“By the Board,

ALFRED E. WATSON, *Clerk.*”

The petition of J. W. Stearns and others, citizens of Rutland, asking for better protection for the public from the danger to life and property at this crossing was also heard and acted upon by the Board of last year, in connection with the proceedings had at its own primary instance in the premises, and the following report was issued under said petition :

“HARTFORD, November 26, 1890.

“In the matter of the petition of J. W. Stearns and others, citizens of Rutland, praying that an order be made for the erection of a gate or electric signal, or that an additional flagman be ordered to be stationed at the so called ‘Landon Grade Crossing,’ in the village of Rutland.

“Hearing upon due notice to the parties in interest, was had at Rutland, November 20, 1890.

“The town of Rutland appeared by its attorney, Henry A. Harman, Esq., the village of Rutland by its attorney, John D. Spellman, Esq., and the petitioners by Mr. Walter C. Landon.

“The said crossing was visited by the Board and the parties appearing, and, from an examination of the premises and upon the testimony presented, the Board finds the crossing to be one of a large amount of public travel,—being over eleven tracks, including sidings, and one on which the passing of trains and single locomotives, or the shifting of cars, is of great frequency.

“The crossing is used by the Central Vermont Railroad Company and the Delaware & Hudson Canal Company; the former as lessee of the Rutland Railroad, and the latter using said tracks, or certain of them, for its terminal purposes, under some business arrangement with the said Central Vermont Railroad Company.

“The Board also finds that this is a very dangerous crossing, and two accidents,—one of them fatal, have occurred upon it within a few weeks.

“Action is now pending before the Board considering the question of an alteration of this crossing, and the Board regards the crossing of such an extremely dangerous character as to require immediate action under this petition without awaiting the determination of the said pending case.

“IT IS THEREFORE ORDERED :

“That the said Central Vermont Railroad Company forthwith erect, and, until the further order of the Board, maintain at said crossing, two gates, properly placed at or near the outside of the tracks at said crossing, which shall be duly manned or tended from seven o'clock a. m. until ten o'clock p. m. of each day, excepting Sunday, and that the same be so constructed and tended as to prevent highway travel of all kinds over said crossing during said hours, when trains, cars or engines

are passing or standing upon the same ; or that the said Central Vermont Railroad Company, upon receipt of this order, shall immediately place and keep at said crossing two competent flagmen from seven o'clock a. m. until six o'clock p. m., and one such flagman from six o'clock p. m. until ten o'clock p. m. of each day, excepting Sunday, until the further action of the Board in reference to said crossing and its final order in the premises.

“ By the Board,

ALFRED E. WATSON, *Clerk.*”

The present Board took under consideration the unfinished work, which, for reasons stated in its report, the former Board had temporarily deferred.

This Board gave due notice to the several railroad companies interested, to wit : The Central Vermont Railroad Company, the Delaware & Hudson Canal Company and the Rutland Railroad Company ; and to the Town of Rutland, the Village Corporation of Rutland, and all the owners of lands adjoining said crossings, as appears by the records and files of said Board, which may be referred to, that it would meet at the Bardwell House, in Rutland, on the 19th day of May, 1891, at nine o'clock a. m., for the consideration of certain proposed changes in the highways crossing the railroad tracks at grade in Rutland village, at Union and Freight, Pine, Forest and West streets, looking to the abolishment of one or more of the highway grade crossings in said town and village.

Pursuant to said notice, said Central Vermont Railroad Company and said town and village corporations appeared by their proper officers and attorneys. No appearance was entered by said Delaware & Hudson Canal Company or by said Rutland Railroad Company until the last session of the Board, when the Delaware & Hudson Canal Company appeared by its Chief Engineer, A. J. Swift.

P. M. Meldon, Esq., appeared for Walter C. Landon and Burditt Brothers, and Edward Dana, Esq., Administrator of Pamela Wager's estate, with his counsel, Henry A. Harman, Esq., appeared for the owners of lands adjoining these crossings.

The various premises were examined by the Board and the testimony of many witnesses was taken. The plans and estimates of civil engineers and reports of committees of experts, having under consideration over-head and under-grade crossings on one or more of said streets, were presented and a careful and exhaustive hearing was had.

The Board finds the following facts as the most important of the conditions and features of the case, as developed at the hearings and inspections, viz :

That the Landon crossing is one of a very large amount of travel by work teams, carriages and travelers on foot—being daily crossed by hundreds of vehicles and foot travelers, going over eleven tracks, including sidings; and, over the main line of the railroad, trains are passing every few minutes of the day and often through the night, while upon the said sidings the necessary shifting in the making up and arranging of trains for the three railroads that center in Rutland is of great frequency, and often necessarily blocks said crossing for long spaces of time;

That the approaches to this crossing from either side, are obstructed and obscure in the extreme;

That the crossing is one of an exceedingly dangerous character and should be altered in some way so as to afford the maximum of safety to the public;

That flagmen, gates or electric signals would be wholly inadequate except as a temporary expedient, to give the proper protection to the public travel on the street at said crossing, or on the railroad trains, nor would the same be practicable as a permanent establishment for the proper and economic ends of the railroad service;

That the contract relations between the Central Vermont and the Rutland Railroad Companies, existing on November 26th, 1890, when the Board for the last biennial term took this matter under consideration, have assumed a permanent and definite shape by renewal of lease for a long period of time, and the present relations of the railroad companies favor the renewal and final disposition of the case.

The plans and estimates of competent engineers and the testimony of experts and many practical business men of Rutland tend to show that the so called Pine street extension (which means an under-grade highway crossing of the railroad by extending Pine street to, under and from the railroad southerly to Forest street) would cost about \$15,000.00, not including land damages to adjoining owners. It also appeared in testimony that the cost of said land damages would not probably exceed the sum of \$4,500.00.

This proposed crossing is three hundred feet westerly of the Landon crossing, and, if made, the Landon crossing at grade should be abolished.

Another proposition presented for the consideration of the Board was to direct the tunneling of the railroad under the Landon crossing. And remonstrances very numerous signed by citizens of Rutland were presented against any action on the part of the Board pointing to the clos-

ing of the Landon grade crossing without ordering the opening of a subway at the same point.

It was also submitted as feasible to direct the opening of an under-grade highway crossing of the railroad on West street—the estimated cost of which, besides the land damages, would be some over \$55,000.

Also, a change under the West street grade crossing was submitted, involving substantially the same expense, besides the land damages; but, with the change which this would make desirable in Forest street, the cost would reach between \$68,000 and \$69,000 as estimated by the engineers,—not including land damages, which in case of the changes contemplated in both West and Forest streets, upon either plan of the West street crossing, would be heavy.

The Board has considered carefully, in the light of all the testimony pointing to the public safety and to the most practicable and economic method of insuring it in the largest degree without unnecessary inconvenience to the inhabitants of Rutland and the general public, all the plans proposed, and it has come to the following

CONCLUSION :

That it is inconsistent with the reasonable requirements of the public safety that the Landon crossing be continued as a public grade crossing, but that the same, as a highway of public travel, upon and over the roadbed and tracks of said Rutland Railroad, operated by the said Central Vermont Railroad Company, (and occupied by the Delaware & Hudson Canal Company under some business arrangement with said Central Vermont Railroad Company), should be discontinued, and that, in the opinion of the Board, an alteration should be made in the highways known as Freight and Union streets, so far as the same extend upon and over said tracks and roadbed at this crossing, by abolishing the same as a grade crossing; and the Board is of the opinion further, that, as a part of the change reasonably required by the abolishment of this grade crossing, an opening should be made as near the same as is practicable, and, at the same time, commensurate in expense with the convenience of the public, and above all which shall conserve the public safety in the largest practicable degree.

Of the plans proposed the Board is of the opinion and finds, that the so called Pine street under-grade crossing for the highway, with the abolishment of the above-named crossing, would be adequate to insure the requirements of the public safety as completely as is attainable through any change appearing possible.

The expense of the same would be comparatively inconsiderable,—and the convenience to the public travel would be more reasonably conserved for the many than is offered by the other plans.

The facility of making this change is apparent, owing to the natural conformation of the ground, the location of the railroad fill to be excavated, and the short reach of covered way, compared with the proposed tunnel under the Landon crossing; would be open to the admission of light throughout, and relieved of all dampness incident to long and depressed subways.

It also appears to the Board that the rapid growth of that part of the town southerly of the railroads will, in the near future, demand another sub-grade crossing upon its highways, westerly of the proposed Pine street extension, as there is now an over-head crossing one-third of a mile easterly of the same.

And for other reasons satisfactory to the Board, it has decided in the premises to direct the abolishment of the grade crossing of the highway at Landon's, and the opening of the proposed extension of Pine street, from West to Forest street, with an under-ground highway crossing of the railroad in the same.

And the Board, therefore, orders: That a sub-grade highway crossing be made under the track of the Rutland Railroad at a point in the line of the proposed extension of Pine street as designated on the plan of Messrs. Chappell and Burke, of date June 27th, 1891, marked "A," blue prints of which will be furnished to the parties interested; and that said Pine street be extended from its present southerly terminus across West street and under said railroad, through said under-grade opening to Forest street, substantially as designated for the same on plan and profile of Messrs. Chappell and Burke of date June, 1891, and marked "B" and "C," blue prints of which will be furnished to the parties interested; and substantially according to the report of said Chappell and Burke, accompanying said plans and marked "D."

And that the bridge of said railroad over said street at said crossing be an iron, plate-girder bridge, and that the same be made and placed substantially as called for in said plans and report.

And that the alterations above called for be made and completed to the acceptance of the Board on or before the 1st day of July, A. D. 1892.

And it is further ordered, that the said Central Vermont Railroad Company do the work and furnish the material in the construction of said crossing through its roadbed and over said highway, including the street through said roadbed, in conformity with the requirements of

said plans, and that the town of Rutland on its part do cause to be laid out, worked and opened for the public travel a highway designated on said plans as the Pine street extension from its present southerly terminus to said railroad fill, and from the same on the southerly side to Forest street, substantially as called for in said plans, all to be done and completed (delays incident to litigation with land owners only excepted) by the date last above named.

And as soon as the same is completed to the satisfaction of the Board and opened for public travel, the said Landon crossing shall be abolished and closed as a public highway.

And the Board further orders, that the expense of said bridge and sub-grade crossing, including the expense of the sidewalks and the highway under the same, shall be apportioned as follows, viz :

One-half of the expense of the same so incurred by said Central Vermont Railroad Company to be paid to the said company by the town of Rutland upon the completion of the same, as aforesaid.

And in addition thereto the said town of Rutland is to pay the necessary land damages to the owners of the lands through which said road is laid, excepting where it crosses the premises of said railroad company, where no damages are to be exacted by said company of said town.

And it is further ordered (this order being by consent and predicated upon the agreement of the Central Vermont Railroad Company and the Delaware and Hudson Canal Company, announced in open Board session at said hearing), that said railroad companies do arrange and adjust between themselves the proportion which each of them shall bear of whatever expense should be ordered to be borne by said Central Vermont Railroad Company.

In the decision of this cause and making the above order therein, Commissioner Bagley was excused from voting on all questions considered, at his own request.

By the Board,

ALFRED E. WATSON, *Clerk.*

Hartford, Sept. 21, 1891.

In this case the town of Rutland proceeded duly to the proper compliance with the foregoing order on its part and by its selectmen laid out said road and awarded damage, in its discretion, to the Central Vermont Railroad Company on account of its lands taken for said highway purposes.

The said railroad company feeling aggrieved at the amount of damages so awarded, etc., appealed from the said award of the said selectmen to the County Court,—pending which appeal the said parties came to an agreement as to the amount of damages that should be paid to said appellant, as the Board is informed, and said appeal was withdrawn and said order of the Board of Railroad Commissioners is to be complied with by the parties subject thereto.

“ D.”

REPORTS OF MESSRS. CHAPPELL & BURKE, CIVIL ENGINEERS.

To the Selectmen of the Town of Rutland, Vt., George J. Wardwell, Esq., Chairman :

GENTLEMEN:—In compliance with your directions we have carefully examined the plans and estimates presented by the Central Vermont Railroad Company and the Delaware and Hudson Canal Company, for bridging the proposed extension of Pine street, with a view to making such modifications of the plans as should the better conduce to the convenience and safety of the traveling public, and as a result of such examination we respectfully submit to you the following report :

The aforesaid plans submitted by the railroad companies at the hearing held by the State Board of Railroad Commissioners, on the 5th inst., consist of scale drawings, prepared by L. E. Roys, C. E., and sketch drawings, prepared by Chief Engineer A. J. Swift, each showing general method of carrying the railroad tracks over the proposed street by riveted plate-iron girders and by a pair of contiguous stone arches, or a double arch. Both proposed girder bridges give a clear span of 40 feet and a clear height of 13 feet. Mr. Roys' design shows the track girders five feet deep, and the floor girders between the tracks about 40 inches deep. Mr. Swift shows track girders about three feet deep. Herewith we submit our design for girder bridge, with span and clear height same as above and with three and a half feet depth for track girders and 30 inches for floor girders. Our plans also show the bridge covered with boiler plate laid beneath the ties and pitching on a slight grade toward the gutter on the south end of bridge, whence drainage would be carried over the wing-wall and on to the south embankment.

In comparing the estimates for the girder bridge we find that Mr. Swift's estimate of the quantities of masonry and iron is excessive. We find Mr. Roys' estimate of quantities in close agreement with our own, but we think his price for masonry is too low for the class of work that would be required.

Following are the estimates for the girder bridge as per plans of Mr. Roys and our plans respectively, based on what we consider proper prices for the masonry. Our former estimate for girder bridge on the last proposed location of Pine street extension is somewhat more than our approximate estimate rendered to you on the 4th inst. This difference is partly due to adding 10 per cent. for engineering and contingencies, for fairness of comparison with Mr. Roys' estimate.

IRON GIRDER BRIDGE DESIGNED BY MR. L. E. ROYS.

Coping,	10 cubic yards, at \$12 00	-----	\$ 120 00
4 wing walls, 214	" " " 6 00	-----	1,284 00
2 abutments, 676	" " " 8 00	-----	5,408 00
Concrete, 189	" " " 5 00	-----	945 00
Iron girders complete, as per Mr. Roys' estimate		-----	4,800 00
Piling, trestle, excavating, etc., Mr. Roys' estimate		-----	2,716 00
			\$15,273 00
Add for engineering and contingencies, 10 per cent		-----	1,527 00
Total		-----	
			\$16,900 00

IRON GIRDER BRIDGE DESIGNED BY CHAPPELL & BURKE.

Coping,	15 cubic yards, at \$12 00	-----	\$ 180 00
4 wing walls, 175	" " " 6 00	-----	1,050 00
2 abutments, 671	" " " 8 00	-----	5,368 00
Concrete, 211	" " " 5 00	-----	1,055 00
Iron girders complete, with iron covering and gutter		-----	5,000 00
Earth excavation and back filling		-----	1,163 00
Temporary trestle for carrying tracks, etc		-----	1,000 00
			\$14,816 00
Add for engineering and contingencies, 10 per cent		-----	1,482 00
Total		-----	
			*\$16,298 00

Mr. Swift's sketch for double arch shows 20-feet spans, with 12 feet clear height at center. In Mr. Swift's estimate for these arches we do not find anything estimated for centering. There is \$980 estimated for concrete roadway and sidewalk, but on the other hand there is not the

*NOTE—This can be reduced \$100 by making the tight floor of ties placed close together instead of using iron plate.

usual 10 per cent. for engineering and contingencies. Mr. Swift's sketch does not, of course, show thickness of abutments or pier, and so we could not check the quantity of masonry, but it seems to be all right, being 1,500 cubic yards for two 20-foot spans as compared with 1819 cubic yards in the two 23-foot spans of Mr. Roys, as we figure the latter from his plans.

Mr. Roys' plans for double arch show 23-foot spans, with 13 feet clear height at the center, for which he estimates 1,072 cubic yards of masonry including concrete foundation. Our estimate of the masonry quantities, figuring from Mr. Roys' plan, is 1664 cubic yards. We have carefully checked our calculations, and are forced to the conclusion that there is an error in Mr. Roys' figuring of these quantities, a work which we understand he was obliged to do hurriedly on account of lack of time. We have also examined Mr. Roys' arches for stability and find that the abutments would be insufficient to successfully resist the thrust. The resultant of the dead load comes within one foot of the back of the wall at the base, which would bring its stability into question even without any extraneous load on the bridge. Possibly the designer may have relied upon the earth pressure at the back of the wall to reinforce it, but this could not take place to any considerable extent without a movement in the arch and a consequent displacement of the ring stones. We calculate that it would be necessary to increase the abutments by 155 cubic yards, making the total masonry for Mr. Roys' double arch 1819 cubic yards as above stated. With our design for girder bridge we also submit a design for an elliptical stone arch of 40 feet clear span and 13 feet clear height at the center. Following are our estimates for the double arch designed by Mr. Roys and the single arch of our design, with masonry at the same prices in both.

DOUBLE STONE ARCH BRIDGE DESIGNED BY MR. L. E. ROYS.

Coping.....	18 cub. yds., at \$12 00	\$ 216 00
Ring stones.....	463 " " 12 00	5,556 00
4 wing walls.....	156 " " 6 00	936 00
2 abutments as per plan.....	580 " " 8 00	4,640 00
Add to abutments for stability.....	155 " " 8 00	1,240 00
Center wall.....	246 " " 8 00	1,968 00
2 parapets.....	18 " " 8 00	144 00
Concrete.....	183 " " 5 00	915 00
Add for trestle, piling, centering, excavating, etc., as per Mr. Roys' estimate.....		3,476 00
		\$19,091 00
Add for engineering and contingencies 10 per cent.....		1,909 00
Total.....		\$21,000 00

SINGLE STONE ARCH BRIDGE DESIGNED BY CHAPPELL & BURKE.

Coping.....	15 cub. yds., at \$12 00	\$ 180 00
Ring stones.....	398 " " 12 00	4,716 00
4 wing walls.....	127 " " 6 00	762 00
2 abutments.....	1048 " " 8 00	8,384 00
2 parapets.....	28 " " 8 00	224 00
Concrete.....	225 " " 5 00	1,125 00
Add for trestle, piling, centering and excavating.....		3,800 00
		\$19,191 00
Add for engineering and contingencies.....		1,919 00
Total.....		*\$21,110 00

*NOTE.—A two-inch waterproof coating of asphaltic concrete on top surface of the masonry would cost about \$300 more.

Comparing these three proposed methods of bridging the street it is evident that so far as the town of Rutland is concerned the girder bridge is the best, because it is the cheapest structure that combines safety, convenience and permanency.

Its advantages are :

1st. Cheapness, both in first and final cost; the cost of painting and renewals being less than the interest on the difference between first cost of girder and first cost of arch.

2d. Unobstructed clear height, giving maximum opening for light, etc.

3d. The shallowness of the girder, $3\frac{1}{2}$ feet instead of 5 for the arches, allowing the roadway to be graded $1\frac{1}{2}$ feet higher, thus diminishing the steep grade from West street and facilitating drainage from the bridge southward toward Howe street.

Its disadvantages are :

1st. Rumbling noise caused by passing trains.

2d. Cost of painting, repairs and renewals.

3d. Inconvenience to the railroad companies in case they should wish to change the location of their tracks.

The single span stone arch has the following advantages :

1st. Permanency.

2d. Noiselessness.

3d. Convenience to the railroad companies in changing location of tracks.

Its disadvantages are :

1st. Greater cost.

2d. Lowering the roadway and steepening the grade from West street.

The double arch has no advantages over the single arch except the slight difference in cost. Its disadvantages are as follows :

- 1st. It admits little light.
- 2d. It lowers the roadway and steepens the grade from West street.
- 3d. The center wall obstructs travel by its presence in the middle of the street and by dividing the opening into narrow passages.
- 4th. The double passage system would be a failure, because in case of delays caused by a funeral procession, etc., people would not wait till the right hand passage was clear but would take their chances in the left hand passage, thus rendering collisions imminent. A team met or overtaken by a runaway horse in one of these narrow passages would have little chance for escape.
- 5th. The double arch would be ugly in appearance on account of the smallness of the openings and the redoubtable effect of the heavy center wall rising up like a battlement in the middle of the street.

With regard to the relative appearance of the girder bridge and the single arch as designed by us there might be some difference of opinion. We think the arch would be by far the handsomer structure although the steep approach from West street would be detractive. It cannot be said that there is any beauty in the straight lines of an iron girder bridge, but it is at least neat and never positively ugly. In our previous estimates we have considered an iron girder bridge as well adapted and suitable for this place, and have assumed that the stone arch would be prohibited on account of cost.

We understand that the railroad tracks can be raised one foot at the proposed extension of Pine street. Taking advantage of this increase in height, the grade from West street with a stone arch bridge would be about one in fifteen, and with a girder bridge it would be about one in nineteen.

Respectfully submitted,

CHAPPELL & BURKE, *Civil Engineers*.

Rutland, Vt., June 24, 1891.

SUPPLEMENTARY REPORT.

*To the Selectmen of the Town of Rutland, Vt., George J. Wardwell,
Esq., Chairman.*

GENTLEMEN :—At your request for an estimate of the cost of roadway and sidewalks under the proposed bridge at Pine street extension we submit the following, which may be considered as supplementary to our recent report to you on the Pine street under-grade crossing, dated June 24, 1891.

Although, perhaps, the prospective traffic under the proposed bridge may not call for anything better than a gravel roadway, we think that for the better protection of the proposed abutments and wing walls a waterproof roadway and sidewalks should be built for a distance of about 130 feet, that is from end to end of wing walls. Such a roadway, besides being impervious to water and thus tending to protect the masonry foundations from the action of frost, would also preserve the grade of the street and sidewalks so that they might not be raised, to the detriment of clear headway; or lowered, to the detriment of the masonry. A waterproof roadway such as the village of Rutland has lately built on its two principal business streets would cost about \$1.05 per square yard including grading for the bed. This pavement is eight inches thick, made up first of a foundation course, four inches thick, of field stone, hand-laid close together on a graded bed; second, a layer of cobbles about two inches thick and partially cemented with hot coal tar; third, a layer of pea gravel about one and one-quarter inches thick and cemented with hot coal tar; and lastly, a wearing coat about three-quarters inch thick and consisting of a mixture of coal tar and asphaltum, laid hot and rolled. This pavement is crowned in the middle on the arc of a circle with a rise of about 5 inches in a width of 26 feet. The sidewalks laid by the village of Rutland are made lighter and cost \$0.65 per square yard.

We would advise improving upon the above described pavements by using more asphaltum and less coal tar in the wearing coat, making our estimate as follows:—

Roadway, 26 feet wide, 393 square yards.....	at \$1 25	\$491.25
Sidewalks, as per plans, 218 square yards.....	at .75	163.50
Curbstone, marble, 6 inches thick, 24 inches deep, 261 lineal feet.....	at .85	221.85
		\$876 60

If it should be found on excavating that the ground is too soft to support a field stone foundation, we would advise using a foundation of hydraulic cement concrete, six to eight inches thick and laid on a rolled bed. This would cost about \$1.50 per square yard more than the above or \$1,793.10. The asphaltic pavement could not be used on the steep grade between the north wing walls and West street. At its junction with the gravel roadway at the foot of the grade it should be toed into the hill.

Respectfully submitted,

CHAPPELL & BURKE.

Rutland, Vt., July 9, 1891.

COMPLAINT OF MARCUS R. ROBBINS.

SUBJECT :—LACK OF CATTLE GUARDS AT HIGHWAY GRADE CROSSING.
 TO HONS. SAMUEL E. PINGREE, AMORY DAVISON AND L. G. BAGLEY,
Railroad Commissioners of the State of Vermont.

The undersigned, Marcus R. Robbins of Brattleboro, in the County of Windham and State of Vermont, respectfully sheweth that the railroad of the Brattleboro & Whitehall Railroad Company crosses the public highway in the town of Dummerston, in Windham County, leading from the Lyon Granite Quarry to the dwelling house of J. C. Newton in said Dummerston ;

That where said railroad crosses said highway adjacent to the lands of George E. Lyon in said Dummerston and near the northwest corner of said lands, said railroad is entirely destitute of cattle-guards of any kind ;

That the undersigned has frequent occasion to pass over said highway and across said railroad at the point above mentioned, with cattle and sheep, and that by reason of the absence of cattle-guards at said point he is greatly hindered, delayed and damaged ;

That said railroad as now operated renders it unsafe and insecure to the great detriment of individuals and the public.

He therefore prays that you will examine said railroad in reference to the matter of this complaint, and will order and direct said Railroad Company to construct and maintain cattle-guards at the point aforesaid.

MARCUS R. ROBBINS.

Brattleboro, Vt., Dec. 8, 1890.

The foregoing complaint was duly referred to the Central Vermont Railroad Company which operates the Brattleboro & Whitehall Railroad, and answer was made as follows :

CENTRAL VERMONT RAILROAD.

2ND VICE-PRESIDENT'S OFFICE.

ST. ALBANS, VT., December 22, 1890.

ALFRED E. WATSON, Esq., *Clerk, Honorable Board of Railroad Commissioners, Hartford, Vt.*

*My dear Sir :—*Referring to your favor of the 12th inst., enclosing complaint from Mr. Marcus R. Robbins, in regard to a cattle-guard on the Brattleboro & Whitehall Railroad.

I have taken the matter up with Mr. Brooks, our superintendent of that division, and enclose herewith his reply, from which you will observe that the matter is receiving attention, and has doubtless been completed before this.

Trusting this will be satisfactory to Mr. Robbins and also the Board, I beg to remain,

Very truly yours,

E. C. SMITH, *Vice-President.*

Enclosure:

CENTRAL VERMONT RAILROAD.

BRATTLEBORO, Dec. 18, 1890.

E. C. SMITH, ESQ., *2nd Vice-President.*

Dear Sir:—Yours of 15th with letter from Railroad Commissioners in regard to cattle guards on Brattleboro and Whitehall Railroad at hand.

In answer would say we have hardly a crossing on Brattleboro and Whitehall Railroad that has cattle guards. The crossing that Mr. Robbins refers to is about half a mile south of the granite quarry in Dummerston and Mr. Robbins uses it a few times in summer to drive his cattle from one pasture to another. He spoke to me about this crossing last fall and I wrote Mr. Bean about it and asked if he would send me some crossing guards as I understood him he had some for that purpose—none were sent however.

Mr. Bean was here yesterday and telegraphed Mr. Sabin at St. Albans to send me some at once and as soon as received I will have them put in.

Yours truly,

E. F. BROOKS, *Superintendent.*

The answer of the railroad company being in turn referred to the complainant, he made this reply, through his attorney, Hon. Kittredge Haskins :

BRATTLEBORO, VT., Dec. 26, 1890.

ALFRED E. WATSON, ESQ., *Clerk of the Board Railroad Commissioners,*
Hartford, Vt.

Dear Sir:—Yours of the 24th instant with copies of letters of Col. E. C. Smith, Vice-President Central Vermont Railroad Co., and E. F. Brooks, Esq., Superintendent, Brattleboro and Whitehall Railroad Division, is before us. The arrangement will be perfectly satisfactory

if Mr. Brooks causes the cattle guards to be put in as we hope he will do. Mr. Brooks did not state the matter truthfully when he wrote, "*Robbins uses it a few times in summer to drive his cattle from one pasture to another.*" The whole truth is just this, Mr. Robbins is quite an extensive dealer in cattle and sheep and uses this road very often during all seasons of the year.

That his cattle, owing to the formation of the land on either side of the track at this point, invariably take to the track and run either the one way or the other, which causes him much inconvenience and unreasonable delay.

That he has, as we would say in drawing a bill in equity, frequently and in a friendly manner requested him to cause cattle guards to be erected or constructed, but that he hath hitherto failed to comply with such reasonable request, pretending, etc.

However, if they will now do it, then thanks to the Railroad Commission.

I am, truly yours,

KITTREDGE HASKINS, *for H. & S.*

Subsequently the following correspondence was had:

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Nov. 10, 1891.

MR. MARCUS R. ROBBINS, *Brattleboro, Vermont.*

Dear Sir:—Referring again to your complaint against the Central Vermont Railroad Company, lessee of the Brattleboro and Whitehall Railroad, alleging a failure on the part of said company to furnish cattle guards at points specified in your complaint, as required by law, and which said complaint was suspended at the instance of your attorneys to await the promised action of said railroad company to remedy the grievance, I now beg to inquire if the grounds for your complaint have been removed to your satisfaction, so that this case may be indorsed as finally closed on the records of the Board?

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

BRATTLEBORO, VT., Nov. 16, 1891.

MR. ALFRED E. WATSON, *Hartford, Vt.*

Dear Sir:—In reply to yours of Nov. 10th, will say that the Central Vermont Railroad Company have put in cattle guards on the B. & W. R. R., as I requested.

Yours very respectfully,

MARCUS R. ROBBINS.

Whereupon the Board ordered the case closed.

COMPLAINT AND PETITION OF SELECTMEN OF WEST
RUTLAND.

SUBJECT :—DANGEROUS HIGHWAY GRADE CROSSING.

The following report, which embraces the complaint and petition in full, will show the action of the Board in this case:

REPORT.

HARTFORD, VT., September 24, 1891.

In the Matter of the Petition of the Selectmen of West Rutland, touching the "Boardman Hill" Grade Crossing, so called, in the Town of West Rutland.

"To the Honorable Board of Railroad Commissioners for the State of Vermont.

Your petitioners, selectmen of the town of West Rutland, in the County of Rutland, respectfully represent, that there is a highway in said town leading from the village of West Rutland to and over "Boardman Hill," so called, which is crossed at grade by the Delaware and Hudson Canal Co. and the Clarendon and Pittsford Railroads.

The crossing referred to being near the bridge on said highway over Clarendon river and near the "Dugway," so called.

That said crossing is a dangerous one, and public safety requires an alteration in the highway, or some change in the grade thereof or in the grade of said railroads, and we therefore pray that you examine the same and hear the parties and make such order as the facts and circum-

stances shall seem to you to require as to alterations or changes, the time of making the same and at whose expense.

And your petitioners will ever pray.

Dated West Rutland, Vt., December 18th, 1890.

W. K. SHELDON,

M. W. CANNON,

P. R. DWYER,

Selectmen.

BY BROMLEY & CLARK, *their Att'ys.*"

The petition in this cause was duly referred to the Delaware & Hudson Canal Company,—lessee of the Rensselaer and Saratoga Railroad,—the Clarendon and Pittsford Railroad Company, and the Rutland Street Railway Company, the tracks of all of which said companies are intersected by the highway at said grade crossing.

Each of said steam railroad companies made answer with suggestions, but without denial of the statements of the petitioners, whereupon a hearing, upon due notice to said steam and street railway companies, and the selectmen of West Rutland, was had on May 21st, 1891, at Rutland, at which all of said corporations were represented.

The premises were examined by the Board and parties in interest, plans were presented and testimony was taken at length.

The situation of the premises, the nature of this grade crossing and the facts bearing upon the duties of the Board as presented through the testimony, the inspection of the premises and claims of the parties interested, are as follows, viz:

Leading off the main highway from West Rutland to Center Rutland, in the town of West Rutland, the "Boardman Hill" road crosses the track of the Rutland Street Railway Company, which is laid upon and within the limits of said main highway at this point,—and then 14 feet further crosses the track of the Clarendon & Pittsford Railroad Company, and about 19 feet further on crosses the track of the Delaware & Hudson Canal Company, and continuing about 46 feet further crosses the bridge over Wells river, thence extending across the meadow, on to and over "Boardman Hill," so called.

This road is not one of much travel, but is mainly used by six or seven families who live on "Boardman Hill" and do their trading, etc., at West Rutland, and is occasionally used by travelers from the main highway first above mentioned in going across the country to reach the "Quarter-line Road," so called, on the hill, and points beyond.

The highway crosses the tracks at right angles,—the grade from the bridge over the Delaware & Hudson track being nearly on a level, but rising to get on to the Clarendon & Pittsford track 1 6-10 feet in 19 feet and from this track to the Street Railroad track is a steeper grade, —2 2-10 feet in 14 feet,—and the slope between the last named tracks is planked and covered with cleats to enable beasts of burden to get a foot-hold to haul their loads across; and from the Street Railway track the grade is less to the traveled track of the main highway leading to the left towards West Rutland, and to the right towards Center Rutland, being 4 feet rise in 23 feet.

A view of the premises satisfied the Board that a change should be made in the manner of crossing at this point, to meet the plain requirements of the public statute.

No course seemed open for the abolishment of the crossing at grade. The conformation of the ground and the stream in the vicinity rendered this impracticable. Since it is not feasible to abolish the highway crossing at grade of any of these railroads, it becomes necessary to determine what alteration of the highway should be made in order to insure the maximum of safety to the public travel upon both highway and railway lines.

The heavy grade in the highway between the Clarendon & Pittsford track and the Street Railway track as now existing is a source of the greatest danger both to highway and railway travel. Also, the link of the highway from the Street Railway track to the main highway first above named demands a lessening of its present grade. Teams getting stuck on either of these sharp pitches in hauling over loads of timber or even loads of less bulk, would be exposed to the greatest danger from the approach of trains on either railroad, rounding the curve from the West, while the danger to life on the railroad train in such a collision as would be likely to occur would be appalling.

The expense of such an alteration of this crossing as would avoid this extraordinary element of danger is so trifling in comparison with the magnitude of the peril to the public as now exposed that the Board deems it a case clearly requiring its order for a change.

The dangerous features of the present crossing consist of the precipitous grade of the highway between the surface of the Clarendon & Pittsford roadbed and that of the Street Railway, which is 2 2-10 feet rise in 9 feet of length,—or between the northerly rail of the Clarendon & Pittsford Railroad and the southerly rail of the Street Railway,—together with an awkward and steep continuation of the grade from the Street Railway bed to the main highway. The grade from the

Delaware & Hudson to the Clarendon & Pittsford track is not considered excessive or unusual for a highway of inconsiderable traffic, being but about 11 per cent.,—or one foot in nine,—grade.

Upon a careful examination of the premises with the parties interested and an exhaustive hearing of testimony presented, bearing upon the question of the best remedy for the existing danger, and upon a consideration of the suggestions and plans of Messrs. Chappell & Burke, civil engineers, the Board decides that the most feasible method of alteration to meet the reasonable requirements in the interests of the public safety at this crossing is to reduce the grade of the highway from the point where it leaves the track of the Clarendon & Pittsford Railroad to the West Rutland road so that the same shall not be in excess of ten per cent.,—or one foot in ten,—at any point, and also, to excavate and lower the roadbed of the West Rutland road from the intersection of the "Boardman Hill" road with it in the direction of Rutland and West Rutland to such a distance either way as to leave the grade of the same not exceeding one foot rise in 40 feet distance. And the lateral slope of the same towards the railroad side should be one foot in sixteen feet for the flow of the drainage of the road surface into the railroad ditches. This will necessitate the lowering of the main highway about 3 2-10 feet in the middle of the traveled way. There should also be a ditch opened on the upper or bank side of the new roadbed of the West Rutland road one and a half feet in depth at the lowest point of the depression where a stone well should be built nearly opposite the railroad crossing, into which ditch waters may drain whence they would flow through an 8-inch vitrified clay pipe, which is to be laid from the well under the railroad tracks to the river. This pipe should be laid below the frost line.

The main or West Rutland road, as graded, should be 28 feet wide and should be thrown sufficiently south to allow for the slope of the clay bank exposed by the proposed cutting.

The Board notes that this alteration will necessitate great care and attention on the part of the town for the present, to keep the ditch open and clear of obstruction, especially at the opening of the Spring season, but this is considered more practicable than to incur the great expense of building a bank wall along the base of the long slope of the clay bank of sufficient permanency to hold back the sliding earth of the embankment.

The Board, therefore, orders : That the alteration be made by cutting down the grade of the northerly end of "Boardman Hill" road, beginning at the northerly side of the Clarendon & Pittsford track and

reducing the grade to one foot in ten, lowering the Street Railway track one and three-tenths feet, and the present surface of the West Rutland road three and two-tenths feet in the middle of the traveled part, having the lateral slope of the finished surface of the same towards the railroad ditches one foot in sixteen, or about three and a half inches in the width of an ordinary wagon.

And further : That the West Rutland road be cut down to correspond with the change already indicated, so that said West Rutland road shall have a level grade for a distance of 25 feet each side of its intersection with the center line of the "Boardman Hill" road, and that the grade of the West Rutland road running easterly from the east end of said level grade shall rise uniformly at the rate of one foot in one hundred feet until it meets the present surface of the West Rutland road at a distance of 250 feet from said intersection with the center line of the "Boardman Hill" road; and running westerly from the west end of said level grade it shall rise uniformly at the rate of two and a half in one hundred feet until it meets the present surface of the West Rutland road at a distance of 220 feet from said intersection, with the lateral slope southerly one foot in sixteen throughout.

And it is further ordered : That a ditch be made on the northerly side of this road at the foot of the embankment from one to one and a half feet deep, to carry the wash of the embankment to the point of its greatest depression, opposite the intersection of the two roads, at which point a stone well with curb stone and iron grating is ordered to be built, into which said ditches may drain, and an 8-inch vitrified clay pipe laid from said well under said railroad tracks below the frost line to said river.

The second proposition in the plan and report of Messrs. Chappell & Burke, of date June, 1891—the same views being indicated therein by the full red lines on the profile—and their report to the Board of date June 22nd, 1891, are referred to and made a part of this direction and order, blue prints of which plan are herewith sent to the parties interested.

And the Board further orders : That the town of West Rutland shall do the work required to carry out the foregoing order, with the exception of the furnishing and laying of the drainage pipe and the furnishing and building of the well with which the same is connected as above called for; and that as to said drainage pipe and well the same are ordered to be furnished and placed by the said Clarendon and Pittsford Railroad Company, except that the excavation and ditching

for said pipe through the premises of the Delaware and Hudson Canal Company shall be done by said Delaware and Hudson Canal Company or by its procurement. And in addition thereto the said Clarendon & Pittsford Railroad Company is to pay to the said town of West Rutland the sum of one hundred and fifty dollars (\$150), as soon as said work is done by said town to the satisfaction of the Board, as its proportion of the expense and cost of said change besides the work done and material furnished by said Clarendon and Pittsford Railroad Company as above ordered.

And it is further ordered: That all of said work shall be done and completed on or before the 1st day of June, A. D., 1892, to the acceptance of the Board of Railroad Commissioners.

By the Board,

ALFRED E. WATSON, *Clerk.*

SUPPLEMENTARY REPORT.

RUTLAND, VT., June 22d, 1891.

To the Honorable Board of Railroad Commissioners of the State of Vermont, Ex-Gov. S. E. Pingree, Chairman.

Gentlemen:—In compliance with your directions to devise an economical method of improving the highway grade crossing of the Boardman Hill road, so called, in West Rutland, over the railroad tracks of the Delaware & Hudson Canal Co., the Clarendon & Pittsford R. R. Co., and the Rutland Street Railroad Co., by lowering the grade of the street railway track and the highway leading from Center Rutland to West Rutland, and without changing the location of the present crossing, we have made a survey of the premises and have prepared a plan for the proposed improvements, which we respectfully submit to you, together with our estimate of cost and the following report:

On the plan and profiles the present topographical features are shown in black lines, the railroad track in blue, and the proposed lines and grades in red. The horizontal scale of plan and profiles is 20 feet to 1 inch, and the vertical scale of profiles is 5 feet to 1 inch.

Profiles are given of the D. & H., C. & P. and street railway tracks for a distance of 250 feet westerly and 400 feet easterly of the crossing; also a profile along the center of the traveled way of the road leading from Center Rutland to West Rutland, for a distance of 250 feet westerly and 300 feet easterly of a point opposite said crossing; also a profile along the said Boardman Hill road, and across the West Rutland road, showing the highway bridge over Wells River, a cross section of

the West Rutland road opposite the said crossing, and the side slope of the clay bank on the northerly side of the West Rutland road.

The latter profile clearly reveals the objectionable features of the present crossing, and excessive grade of 1 in 6 between the Clarendon & Pittsford and the street railway tracks, and an awkward and precipitous approach from the West Rutland road to the said Clarendon & Pittsford Railroad. The grade between the Delaware & Hudson and the Clarendon & Pittsford tracks is about 1 in 9, but that is a tolerable grade for a road with little traffic, and we have been directed by Mr. Bagley, of your Board, not to consider this portion of the crossing formally objectionable, as the public hearing granted by the Board did not discover any complaint against this portion. To correct the grade between the Clarendon & Pittsford track and the "clay bank" two plans suggest themselves: First, to build on the grade shown by dotted red line on said profile of Boardman Hill road; second, to build on the grade shown by full red line on same profile.

The first grade would start at north end of the highway bridge and rise at the rate of 6 2-10 feet in 100, or 1 in 16, to the present grade of the street railway track and thence at same rate across the West Rutland road. The adoption of this grade would necessitate raising the Delaware & Hudson track 1 7-10 feet, and the Clarendon & Pittsford track 1 3-10 feet at the crossing, and running them out to grade at points about 300 feet either side of said crossing.

The second plan would not produce so good a crossing as the first but would be less costly. Under this plan we would propose to begin cutting at the north side of the Clarendon & Pittsford track on a grade of 1 in 10, lowering the street railway track 1 3-10 feet and the present surface of the West Rutland road about 3 2-10 feet in the middle of the traveled way. Under either plan the West Rutland road would have a lateral slope of about 1 in 16 or about 3½ inches in the width of an ordinary wagon.

The ditch on the upper side would be 1 to 1½ feet deep and would drain into a stone well nearly opposite the crossing, whence the water would be carried in an 8-inch vitrified clay pipe under the tracks to Wells river as shown in red on the profile.

This pipe would be below frost line. The West Rutland road would be 28 feet wide as shown on plan and would be thrown sufficiently south to allow for the slope of the clay bank exposed by the proposed cutting.

This plan does not contemplate the prevention of the sliding that takes place in the clay bank every spring. This cannot be prevented

without great expense, and any suggestion on our part of a remedy for this evil is prohibited by your injunction to observe economy. Hence the improvement at this crossing can be only partial or incomplete. If the present grade of 1 in 9 between the Delaware and Hudson and the Clarendon and Pittsford tracks is allowable then our proposed grade of 1 in 10 would be satisfactory to the traveling public, and we would, for the aforesaid reasons of economy, recommend it for this place.

Following are our estimates of cost under both plans described above.

PLAN No. 1.

Earth excavation and embankment, 750 cubic yards at \$.35....	\$262 50
Raising and ballasting 600 feet Delaware & Hudson track....	250 00
“ “ “ Clarendon & Pittsford track..	175 00
Stone well and 100 feet clay pipe in place.....	50 00
	\$737 50

PLAN No. 2.

Earth excavated and wasted near bridge or on Clarendon and Pittsford cars, 1223 cubic yards at \$.35	\$428 05
Lowering and ballasting street railway track, say.....	25 00
Stone well and 100 feet 8 in. clay pipe in place	50 00
	\$503 05

The drainage from the sloping surface of the new road would go into the railroad ditches.

No provision is made for metalling the road with broken stone, if that should prove necessary in spite of the careful drainage.

Respectfully submitted,

CHAPPELL & BURKE, *Civil Engineers*.

Upon its annual inspection in 1892, the Board, pursuant to previous notice given, met the parties at said crossing and the premises were examined. There were present before the Board, the three Selectmen of West Rutland; A. J. Swift, Chief Engineer, representing the Delaware and Hudson Canal Company; and Fletcher D. Proctor, President; and Geo. C. Robinson, Superintendent, representing the Clarendon and Pittsford Railroad Company.

It appeared that the directions of said order had been substantially carried out and complied with by said railroad companies and said town, with the exception of certain slight changes and improvements for the making of which the parties gave the Board assurance of early attention.

PETITION OF THE DELAWARE AND HUDSON CANAL
COMPANY.

SUBJECT: HIGHWAY GRADE CROSSINGS.

To the Honorable Board of Railroad Commissioners :

Your petitioner, the Delaware & Hudson Canal Company, represents:—

That it is necessary for the maintenance and operation of its railroad system to acquire larger and better facilities for obtaining gravel than it now possesses, and to that end it has negotiated in the name of its lessor, the Rensselaer & Saratoga Railroad Company, for the purchase, by deed, of a piece of land, or gravel pit, at Castleton, of about twenty-six acres, being a part of "Boardman Hill," so called, and about one-third of a mile south of Castleton station, and also the right of way about one-half mile in length to said gravel pit for a siding from the main line of its Rutland & Washington Branch;

That in the construction of said siding, it will be necessary to cross at grade two highways;

That the route has been surveyed and maps made, which are ready for the inspection of your Honorable Board.

Wherefore, your petitioner asks for leave to cross said highways at grade on said route.

DELAWARE & HUDSON CANAL COMPANY,

By its Atty., F. G. SWININGTON.

Rutland, Vt., Feb. 4, 1891.

We, the undersigned selectmen of Castleton, hereby waive a hearing before the Railroad Commissioners and consent that said siding may cross said highway at grade on the route indicated on said survey and maps, providing said crossings and their approaches shall not obstruct public travel and shall be constructed and maintained at the expense of said railroad company.

J. W. COMSTOCK,

JAMES BRENNAN,

C. E. COOK,

Selectmen of Castleton.

The foregoing petition was received by the Board, Feb. 12th, 1891, and an examination of the premises was forthwith made by Commissioner Bagley, on behalf of the Board; and, upon his report to the full Board, there was issued the following

TELEGRAPHIC PERMIT :

To F. G. SWININGTON, *Attorney, etc., Rutland, Vt.*

Railroad Commissioners judge it necessary for Delaware and Hudson Canal Company to cross the two highways in Castleton at grade, as asked for by petition and plan.

SAM'L E. PINGREE,

AMORY DAVISON,

LEON G. BAGLEY,

Railroad Commissioners.

COMPLAINT OF DANIEL SKINNER.

SUBJECT: ALLEGED UNJUST LIMITATIONS AFFECTING STUDENTS' TICKETS.

BARTON LANDING, VT., March 18, 1891.

COL. SAMUEL E. PINGREE, *Chairman of the Railroad Commissioners of Vt., Hartford, Vt.*

Dear Sir:—I have a little matter of difference with the Boston & Maine Railroad of the Passumpsic Division, and wish to refer the matter to your Commission, provided my case is worthy of their notice. I know what I asked was just and right. It is only an arbitrary ruling, that they will not grant it.

Now to state my case, I will say, that I am sending my son to a year's course of studies at the Lyndon Institute, at Lyndon Centre, Vt., he boards at home, and goes and comes on the train. The Boston & Maine Railroad Company sell regular students' mileage tickets, for three months, supposed to cover a term of thirteen weeks of school. Conductors are required to punch out of the mileage for each trip, going and coming, and there is enough mileage on each ticket for five days each week for the thirteen weeks, a term, for which we pay fifteen dollars; the price is all right and if that is not enough let them ask more, but date their tickets to correspond with the term of school. Now they get just from this place, from seventy-five to a hundred dollars a term, which is all clear gain to them, they only sell to those under eighteen years of age, and the ticket can only be used for school purposes, and only by the student buying the ticket.

Last fall I bought such a ticket for my son who was sixteen years old. The school commenced September 2, and that came all right for

that term—ticket dated September 1, and expired November 30. Then there was ten days vacation; I bought another for the next term, having no idea but it would cover the time of the term, there was plenty mileage on the ticket to do it, but the ticket was dated December 1st, 1890, and expired February 28th, 1891, and the term did not close until March 6th, and I wrote H. E. Folsom, Superintendent of this Division, asking him to have the time extended to cover the full term of school, as there was plenty of mileage not used on the ticket, but he replied he could do nothing in the matter and referred me to D. J. Flanders, General Passenger and Ticket Agent, Boston. I did so enclosing Mr. Folsom's letter, and received letter enclosed as reply from him which explains itself. What I asked of him was this, that they might have the benefit of the mileage for the full term, March 6, and that the next ticket be dated so as to cover the next term commencing the 17th inst. and closing June 12th, 1891. I bought a ticket though, but they dated it March 1st, and it expires May 31, '91, and there will be two weeks that I shall have to pay fare for when the ticket should cover the full term. I may have said more than necessary to explain the matter; they did not grant my request, for the reason, I think, they will get a little extra fare for the time the school runs over the even months; they talk they can only date their season tickets to commence and expire on the first and last of a calendar month, is just an arbitrary ruling. They are selling every day mileage tickets dated the day of sale and all other tickets and expire when used. If I was the only one interested and this was only an exception I would not say a word. They might say the school must arrange to fit the ticket, but any one will see they have to have vacations and the time of commencing and expiring on the first and last of a calendar month is not reasonable. Now I think if your Commission would ask them to date their students' mileage tickets to correspond with the terms of school, they would do it, and these last used for the full term, June 12, '91, all of which I respectfully submit for your consideration.

Your humble servant,

DANIEL SKINNER.

This complaint being duly referred to the defendant company for such reply as it might desire to communicate to the Board, the following answer, by Mr. Jas. T. Furber, General Manager, was received :

BOSTON AND MAINE RAILROAD.

GENERAL MANAGER'S OFFICE.

JAMES T. FURBER, *General Manager*.

BOSTON, May 8, 1891.

ALFRED E. WATSON, ESQ., *Clerk, Board of Railroad Commissioners,
Hartford, Vt.*

My dear Sir :—Referring to yours of April 13th, with copy of complaint made by Daniel Skinner against this road on account of the issuing of scholars' tickets, I will say that Mr. Skinner is in error when he calls the scholars' tickets students' mileage tickets. We issue no mileage tickets to students unless they see fit to purchase our regular mileage tickets and pay therefor the sum of two cents per mile.

Our ticket is a regular season ticket for scholars and expires on the date written thereon. It is the same as we issue on all parts of our road and is issued at a rate so low that it does not seem that anybody could make any reasonable objection thereto.

It is not convenient for us to issue season tickets which shall expire with every day in the year. Our students' tickets are issued to expire within a given time and there are a sufficient number of numbers thereon to allow the student to travel once each way daily between the points named on the ticket. It is true that there is some loss on account of vacation and such days as schools are not kept, but even with that the average of the ticket is so far below any other ticket issued, that it seems unreasonable for anybody to find fault therewith. I believe the distance covered on each passage by Mr. Skinner's son is twenty-eight miles and that the cost is less than twelve cents per passage, which is less than one-half a cent per mile.

It seems that a reasonable man would not find fault with such rates and ought to be willing to conform to the rules on which we issue students' tickets. I enclose you sample of the ticket which we issue.

Yours truly,

JAMES T. FURBER, *General Manager*.

This communication was referred in due course by the Board, May 13th, 1891, to the complainant, with the request that the same be examined and considered and the Board notified at an early day if a hearing before the full Board was desired.

No reply being made to the same, the complainant's attention was again invited to the same on Nov. 14, 1891, in order that

progress might be made in the case, if to be heard, or that it might be considered as closed if the defendant's answer was deemed satisfactory, to which the following reply was immediately received, viz. :

BARTON LANDING, VT., November 10, 1891.

ALFRED E. WATSON, ESQ., *Clerk of the Board of Railroad Commissioners, Hartford, Vt.*

Dear Sir:—Yours of the 10th inst. in reference to my complaint against the Boston & Maine Railroad in reference to students' tickets is at hand and contents noted. In reply would say that the rights of the case are as true today as when I brought the matter to the attention of the Commissioners. The case I fully stated then, as I understood it.

Their answer to you was not at all satisfactory to me. It was the same as they had written me before,—an arbitrary ruling of their own, with no justice behind it.

Personally, in the future, I do not expect to have any pecuniary interest in the matter, but there are others who do, and will have, as long as they send their children to school, to and from, by the railroad.

The Company profess to give term students' tickets, and they should be so given as to correspond with the beginning and ending of the term, and now it is only in justice and right that I would ask that the matter might have a proper hearing before your Honorable Board, for I think, if it should have such a hearing, the Railroad Company would acknowledge the justice of the case and rectify the matter.

Most respectfully yours,

DANIEL SKINNER.

With the hope of getting the matter satisfactorily adjusted between the parties without the expense of a hearing, this letter was transmitted by copy to the railroad company for such further consideration and communication as it might see fit to make, and the following letter with enclosures was received by the Board :

BOSTON AND MAINE RAILROAD.

PASSUMPSIC DIVISION.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., January 14, 1892.

ALFRED E. WATSON, Esq., *Clerk, Vermont Railroad Commission, Hartford, Vt.*

Dear Sir :—Yours of the 1st ult. in relation to the complaint of Daniel Skinner of Barton Landing in relation to students' tickets.

Inasmuch as this complaint was originally answered by D. J. Flanders, General Passenger Agent, I referred your letter to him and am just in receipt of his reply, which I enclose to you, together with copy of his letter to General Manager Furber upon this subject.

It certainly seems to me that Mr. Skinner's complaint is effectually replied to in either or both of these communications, and I cannot believe the Board will consider it necessary to have any further hearing in this matter.

Yours truly,

H. E. FOLSOM, *Superintendent.*

BOSTON AND MAINE RAILROAD.

PASSENGER DEPARTMENT.

BOSTON, January 12, 1892.

H. E. FOLSOM, Esq., *Superintendent Passumpsic Division, Lyndonville, Vt.*

Dear Sir :—Replying to yours of December 3, attached to correspondence from Mr. Watson, Clerk of the Board of Railroad Commissioners of Vermont, dated December 1, and Mr. Daniel Skinner's communication to the Railroad Commissioners, dated November 10, and Mr. Watson's communication to Mr. Skinner of same date, I have to say, that the papers from the Railroad Commissioners, were I think handed me by Mr. Furber, to whom I wrote April 16 last, copy of which letter I enclose herewith.

As Mr. Skinner says in his letter of the 10th, the rights of the case are just the same today as they were when he brought the case before the Commissioners. Our side of the case is comprised in my letter to Mr. Furber, and it seems to me that the justice of the case rests entirely with us. Mr. Skinner would have us arrange our system of tickets to meet his particular desires, or rather, the desires of a particular school located on the line of the road, regardless of our pecuniary interests.

Our experience in the business has taught us that we cannot comply with such requests advantageously, and to meet the desires of the different people, we have arranged for the sale of tickets at very low rates, so low that even the loss of the time taken up by vacations during the year, will not bring the price of the tickets to within half the usual rates.

Mr. Skinner cannot ask in justice, that the Railroad Commissioners of Vermont shall order that the Boston & Maine Railroad shall furnish him or his friends with tickets at less rates, or under different conditions than they are furnished to every other citizen of the State, and I do not believe that the Commissioners will ask the Boston & Maine Railroad to furnish tickets to the citizens of Vermont at any less rates, or under any different conditions, than they are furnished to the other States through whose territory the railroad runs.

Our disposition has been to furnish the best facilities at the lowest possible rates, making no discrimination in favor of one citizen over another, nor of the inhabitants of the different States, counties, cities or towns through which we operate, and so long as we pursue this course, avoiding discrimination to the greatest possible extent, I do not believe the Railroad Commissioners, nor the majority of the people will ask us to do differently.

If you desire to reply to this letter from Mr. Watson, you are at liberty to use the letter I wrote to Mr. Furber, or this one as well.

Perhaps a perusal of the letters by Mr. Watson informally would be sufficient to induce him to let Mr. Skinner's case set, as Mr. Skinner distinctly says he has no pecuniary interest in the matter, but is taking it up for others, and upon their account he asks that the hearing be held.

I would suggest that the Commissioners wait until the others have asked for a hearing, for I believe it is a case of Mr. Skinner's inability to see the justice of our proposition, but perhaps he is not to be blamed for that.

Yours truly,

D. J. FLANDERS, G. P. & T. A.

BOSTON AND MAINE RAILROAD.

BOSTON, April 16, 1891.

JAS. T. FURBER, ESQ., *Vice-President and General Manager, Boston & Maine Railroad.*

Dear Sir:—Referring to the enclosed correspondence in relation to students' season tickets on the Passumpsic Division, I have to say, that we

have applied the same arrangements for the issuing of school tickets on that Division as are in effect upon all other Divisions; namely, tickets to commence with the first of a calendar month.

The arrangement for making tickets commence and expire on the first and last of calendar months has been in effect on the Boston & Maine Railroad for years, and has been decided upon as being the most likely to secure to the Company its proper and just dues, and to prevent the fraudulent use of tickets which have expired. The rates have been made very low so as to enable scholars, even when purchasing tickets with the knowledge that they will lose the portions covered by their vacations, to have the benefit of an extremely low rate, and there has been no objection to it on the other parts of the System, or on the Passumpsic Division, with the exception of the objection of Mr. Skinner.

It seems impossible that Mr. Skinner could have figured the expense of a ticket covering the time necessary for his son to attend the school. I figure in this way: A ticket purchased March 1, covering three months, and allowing the scholar to travel over the road 130 times, costs him \$.1153 for each passage. A monthly ticket could be purchased for the month of June at \$6.00, and this amount added to the \$15.00, makes an amount of \$21.00 for the term, covering 150 passages, provided the ticket was not used after the school term closed, or about the middle of June, at an outlay of 14c. for each passage; that is, \$.1153 for each passage for the first three months, and \$.30 per passage for the twenty passages to be used in June.

The distance covered on each passage is twenty-eight miles, for which our regular fare is 84c., or a mileage ticket could be used, making the fare \$.56.

Mr. Skinner suggests raising the price of the tickets if the present rate is not sufficient, but there is no necessity of raising the price, as by the arrangement already provided for scholars between those points, as well as all other points on the whole System, tickets can be obtained at a rate of not exceeding one-half cent per mile.

I think now, as I thought when I wrote Mr. Skinner, that there is no justice in his claim, and that it can be no more difficult for the schools to be arranged to open and close on calendar months, than for the Company's tickets to be arranged to commence and close with the school terms. The school terms vary, of course, in the different sections, and it would be necessary to arrange for tickets to commence and expire upon every day in the year, and this would be impracticable with our present system of tickets. Mr. Skinner looks upon them as mileage

tickets, but they are not considered so, and when he speaks of punching out the "miles," he means punching out the passages.

Respectfully,

D. J. FLANDERS, G. P. & T. A.

Thereupon a hearing was had and the following report was issued in the premises:

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, Sept. 22, 1892.

In the Matter of the Complaint of Daniel Skinner against the Boston and Maine Railroad, alleging Unjust Limitations affecting Students' Tickets.

Upon due notice, a hearing upon this complaint was appointed and had at Barton Landing, April 5, 1892, at which the complainant and others, complainants in interest, appeared, and the defendant railroad company appeared by H.E.Folsom, Division Superintendent, and John Young, Esq., Attorney.

On the opening of the hearing it was stated and claimed on the part of the defendant company, by its attorney, Mr. Young, that unless the Board should find that Barton Landing people are discriminated against unjustly in the rates applicable to students' tickets, and that the same are unreasonable, then the Board has no jurisdiction in the premises.

No claim of unjust discrimination was made by the complaining parties, and none complained that the rates at which these tickets were sold were unreasonable. The sole objection made to them was the manner in which the low rate contracts were expressed--in beginning and expiring upon the first and last days of given months, and this solely upon the ground that sacrifice of the benefits of the reduced rates sometimes occurred by reason of the terms of school not beginning and ending on the first and last days of the months covered by the tickets. And they ask the Board to recommend to the railroad company that these contracts be made so that these students' tickets shall begin with the day on which a term of the Lyndon or St. Johnsbury Academy opens, and terminate on the day that such term closes. When these students' tickets are issued the date of their expiration is endorsed thereon.

They are issued in the interest of a class,—and a class in whose behalf reduced rates are especially desirable and commendable,—in the interest of the education of the youth.

The rate at which they are sold is uniform throughout the 1246 miles

of road operated by the defendant company, and the same are conceded to be reasonable.

The complaint says, "The price is all right and, if it is not enough, let them ask more but date their tickets to correspond with the term of the school."

The defendants claim that to abandon their universal method of accounting in this class of low rate tickets, which they say are placed at as low a rate under this system of beginning and ending with the months as will afford them any remuneration, would compel them, in fairness to the other points throughout their lines of road, to have these tickets begin and end on every secular day in the year; and that it would be embarrassing and would increase the labor of this department of their service, and would complicate and tend to confusion in their established methods of accounting.

The Board finds that if the term covered by these tickets corresponds to the term of the school, the rate of fare is about 4 1-8 mills per mile of ride to the holder, and that in case the opening and closing of the term of school come in the most unfavorable correspondence with the term covered by the ticket, the rate of fare cannot exceed 5 7-10 mills per mile of travel to the holder, and the same will be reduced as the corresponding relation of the period covered by the term of school and of the ticket is increased.

At the highest rate which any condition of sacrifice would impose upon the holder of these tickets, the Board considers that the same is neither excessive nor unreasonable, and, if the purchaser is dissatisfied with the manner in which the contract is expressed, it would seem to be a matter about which he is at liberty to decline to become a party to; but the Board of Railroad Commissioners has no authority to direct the terms on which the defendants shall issue their students' tickets, provided they are issued in such a manner that they may be understood and do not deceive the purchaser, and are reasonable and not discriminating in rates.

By the Board,

ALFRED E. WATSON, *Clerk*,

COMPLAINT AND PETITION OF CITIZENS OF SHELDON.

SUBJECT : INSUFFICIENT PASSENGER DEPOT ACCOMMODATIONS.

The following report, which embodies the complaint and petition, will show the action of the Board in this case :

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, November 4, 1891.

In the Matter of the Complaint and Petition of Citizens of Sheldon against the St. Johnsbury and Lake Champlain Railroad Company.

The petition which was filed with the Board May 18, 1891, is as follows :

"To the Honorable Railroad Commissioners of the State of Vermont :

"We, the undersigned, citizens of the town of Sheldon, and patrons of the station and depot at Sheldon, on the line of the St. Johnsbury and Lake Champlain Railroad, respectfully represent, that the depot at said station has no sanitary accommodations whatever, is utterly incommodious and unfit for the traveling public.

"Therefore your petitioners respectfully request your Honors to examine into the premises and make such orders and decrees as may seem proper and meet at an early day.

"Sheldon, May 12, 1891.

JOHN I. GLEED,
and 34 others."

This petition was duly referred to the St. Johnsbury and Lake Champlain Railroad Company which replied through its Superintendent, Col. H. E. Folsom, as follows :

"LYNDONVILLE, VT., June 11, 1891.

ALFRED E. WATSON, ESQ., *Clerk, Board Railroad Commissioners, Hartford, Vt.*

"Dear Sir :—Yours of the 29 ult. enclosing copy of a complaint and petition from the people at Sheldon in relation to the depot at that point.

"I have delayed replying to your letter hoping that I might obtain a decision from our people as to exactly what could be promised in the way of new stations to be built during the present year, but am unable up to this time to get a definite answer.

"The stations upon this road at East Fairfield, Sheldon, East Highgate and Highgate, I am frank to say, are small, incommodious and hardly suitable for the fair requirements of the travelling public at those sta-

tions, but we have been compelled to do so much heavy work upon the St. Johnsbury and Lake Champlain Railroad the last two years, and continuing through the present season, in the way of filling several of the largest trestles, besides building new a number of the long bridges and extensive repairs to many others, and the expense of this heavy work have reached such figures that our people have been reluctant to erect new stations or do any other work that could possibly be delayed for a year or two, which accounts for these stations being permitted to remain in a condition which we admit ourselves is not quite up to what it ought to be. I hope, however, we will be able to build new stations at one of the places named during the present season and another year to build two more, and should hope that our patrons at Sheldon and the other points would bear with us for another year, when I think there will be no trouble in convincing them that we intend to furnish reasonably good facilities in the way of stations, and such as will be entirely satisfactory to them, I think.

Yours truly,

H. E. FOLSOM, *Sup't.*"

This communication was referred to Mr. Gleed, the first named on the list of petitioners, but a delay was caused by his decease soon after. The Board, then necessarily deferred the hearing until the annual inspection of this railroad, after which correspondence was had with A. F. Durkee, Esq., acting for the petitioners, and a hearing was appointed and had, on due notice to the petitioners and the corporation, at Sheldon station, October 9, 1891.

Many of the petitioners were present, and Col. H. E. Folsom, Superintendent, appeared for the railroad company.

Testimony was taken, the premises were examined and the points made by both parties were carefully presented and considered, and the Board finds:

That the station house at Sheldon is in every respect obnoxious to the criticism passed upon it in said petition. The railroad officials concede the facts to be true as charged. Three of the stations referred to in the company's answer to the petition were found to be in a shabby and inconvenient condition.

The question of recommending new structures in place of these depots was considered at the inspection of the Board last year, and the only reason that action to that end was not then taken at the primary instance of the Board was the fact that the public safety imperatively demanded very large outlay upon the road at various places,—more, indeed, by many thousands of dollars than the profits of the road could meet,—notably at the "Pumpkin Hill" trestle, the Walden high trestle and other places where it appeared almost reckless to operate passenger trains. Since the Boston & Maine Railroad obtained a controlling interest in the

stock of this railroad company, it has caused to be expended over \$200,000.00 upon these places as permanent repairs, and the condition of the line throughout,—though not so before,—has now become respectable under the earnest efforts of the present management to improve its condition.

Reasonable safety is deemed to be the first condition to be attained. In these heavy outlays to this end, the company was found at the end of last year, to have a deficit from operation for the year ending June 30, 1890, \$36,761.50, and a total deficit at that time of \$401,679.99.

It is still making extraordinary repairs in filling its trestles, and upon its masonry and bridges, deemed necessary by the management for the safety of the traveling public and the corporate property,—although the most prominent points of invitation to danger have largely disappeared in the last two years.

The Board finds that the amount received from the sale of tickets at this station in the last six months was \$424.91, and the freight receipts for the same period were \$1,435.13, making a total of \$1,860.04.

The reason for the small amount of passenger traffic is explained by the fact that Sheldon Junction station is but two miles west of this point, from which the special rate round-trip tickets for market days, which are not on sale at this point, invite much of the travel which it is claimed would otherwise be purchased here.

The passenger ticket receipts at East Fairfield, for the corresponding period, were \$1,794.48, and the freight receipts were \$2,365.46 : total, \$4,156.94. And at Highgate the passenger receipts for the same period were \$420.89, and the freight receipts were \$4,078.67: total, \$4,499.56.

The Board notes that these three stations almost vie with each other in shabbiness of condition, but that this one at Sheldon is without any reasonable accommodations for waiting passengers in the way of seats, and no sanitary accommodations of any kind have ever been or are now provided.

The Board finds, notwithstanding so much has been and is being done for the safety of the public travel, that the necessary conveniences of the public demand something for depot accommodations different from what is now provided here.

The Board therefore recommends that a new depot be built at this station and opened for the accommodation of the patrons of this railroad by the 1st day of November, A. D., 1892; and that in the meantime proper and necessary seating and sanitary accommodations be provided forthwith at said station.

By the Board,
ALFRED E. WATSON, *Clerk.*

EXTENSION OF ORDER.

STATE OF VERMONT.

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, Oct. 5, 1892.

In the Matter of the Complaint and Petition of Citizens of Sheldon against the St. Johnsbury and Lake Champlain Railroad Company, alleging a Lack of Proper Depot Accommodations.

Application having been made herein by Col. Harley E. Folsom, Superintendent of the St. Johnsbury and Lake Champlain Railroad Company, for an extension of the time within which a new depot was ordered by the Board to be built by said railroad company, in its order or report in this cause of date November 4, 1891;

And it appearing that the said St. Johnsbury and Lake Champlain Railroad Company has, during the two years last past made extraordinary expenditures of money in the needed improvement of its permanent way;

And it further appearing that the said St. Johnsbury and Lake Champlain Railroad Company has now undertaken the matter of the construction of a new depot on its line at Sheldon, but will require more time than is now allowed by the limit fixed by the Board in its said report of date November 4, 1891, for the construction of a depot that will be creditable and alike satisfactory to the citizens of Sheldon and the said railroad company;

Now, therefore, said application is hereby approved, and the time limit for the completion of the work of constructing a new passenger depot at said Sheldon is hereby extended from November 1, 1892, to June 1, 1893.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT AND PETITION OF CITIZENS OF EAST FAIRFIELD.

SUBJECT :—INSUFFICIENT DEPOT ACCOMMODATIONS.

EAST FAIRFIELD, VT., June 25, 1891.

COL. SAMUEL E. PINGREE.

*Dear Sir and Comrade :—*As I learn that you are Chairman of the Board of Railroad Commissioners for the State of Vermont, I write to you for information. The depot buildings at the railroad station in this

village are small, shabby, and inconvenient, entirely unfit for the transaction of business, and accommodation of passengers over the St. Johnsbury & Lake Champlain Division of the Boston & Maine Railroad, who have occasion to get on and off the cars at this station.

There is strong talk among our business men here of calling on your Honorable Board of Railroad Commissioners to interfere in the matter and make it plain to the officials of the Boston & Maine Railroad that it would be for their interest to furnish better accommodations for the traveling and business public at the railroad station in this village.

The question is: How shall we go to work to bring that about?

Respectfully yours in F. C. and L.,

REV. R. D. METCALF.

East Fairfield, Vt.

The foregoing letter being received it was replied to as follows:

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, June 27, 1891.

REV. R. D. METCALF, *East Fairfield, Vt.*

Dear Sir:—Your favor of the 25th inst., addressed to the chairman of this Board, has been referred to me to answer, inasmuch as he had an appointment calling him out of town today, and I beg to say, in reply, that no formality is required by the Board in the presentation to it of any grievance which any party or parties may have that requires or justifies official action.

A petition setting forth the matters complained of, even informally, signed by a single citizen who has cause for complaint, will be acted upon promptly, but it is desirable to have a goodly number join in the petition to show the exact character of it, provided the same is for the purpose of rectifying a grievance that is general rather than individual.

If you desire further information in the premises, I am yours to command.

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

Whereupon the following formal complaint and petition was filed with the Board:

To the Honorable Board of Railroad Commissioners of the State of Vermont:

Gentlemen:—We, the undersigned business men of East Fairfield, Franklin Co., Vt., would respectfully represent that the depot building at the station of the St. J. & L. C. Division of the Boston & Maine R. R., in this village, is small, shabby and inconvenient, entirely unfit for the transaction of the business which is done at said station, or for the accommodation of travelers who wish to get on or off the cars at said station.

And we would also respectfully request of your Honorable Board that you take such steps as may be necessary to bring to the knowledge of the Boston & Maine R. R. Company the necessity of furnishing better facilities for the shipment and reception of freight, and for the accommodation of the traveling public at said station.

East Fairfield, Vt., July 5th, 1891.

H. M. WELLS, and 15 others.

This complaint and petition being referred to the railroad company complained of, it made answer, which was referred to the complainants, with a letter of transmittal and inquiry as follows :

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, VT., August 3, 1891.

MR. H. M. WELLS, *East Fairfield, Vt.*

Dear Sir :—Referring to the complaint and petition of yourself and other business men of East Fairfield, which was duly received by the Board, but without any letter of transmittal and accordingly acknowledged to Rev. R. D. Metcalf with whom communication had previously been had on this same subject, I beg to hand you herewith, pursuant to advice of Rev. Mr. Metcalf, a copy of the answer made by the St. Johnsbury & Lake Champlain Railroad Company through its Superintendent, Col. H. E. Folsom, to your said complaint and petition.

You are respectfully requested to confer with the other petitioners, and, after duly considering the answer of the railroad company, advise the Board, whether you are willing to await the best efforts of the rail-

road company to furnish you ample and proper depot accommodations at your station, or desire a hearing in the premises.

Yours very respectfully,

ALFRED E. WATSON, *Clerk*.

(Enclosure)

ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., July 23, 1891.

ALFRED E. WATSON, ESQ., *Clerk, Board Railroad Commissioners, Hartford, Vt.*

Dear Sir :—Yours of the 15th inst. enclosing copy of complaint and petition from business men at East Fairfield covering alleged lack of proper depot facilities at that station.

In my letter of 11 ult., replying to a like complaint and petition from the people at Sheldon, I referred to this depot at East Fairfield of which these men complain, and admitted that both of these stations, besides two others upon this road, were not what we would like to have them ourselves, but for the reasons stated in that letter, have not been able to rebuild them, and there has been no change since that time as to the certainty of exact time when we can begin upon them, although I now expect we will be able to rebuild one of them the present season and two more of them next year.

Yours truly,

H. E. FOLSOM, *Superintendent*.

To which this reply was received :

H. M. WELLS, DEALER IN GENERAL MERCHANDISE.

EAST FAIRFIELD, VT., August 5, 1891.

A. E. WATSON, ESQ., *Clerk, Board Railroad Commissioners*.

Dear Sir :—In reply to yours of August 3, would say, we do not expect impossible things. If the railroad is doing its best, we won't say a word, but will wait a little longer.

Our accommodations are very poor and we have reason to believe we were not so well used as we should be but can stand it a little longer.

Respectfully,

H. M. WELLS.

Whereupon the case was temporarily suspended, until this letter was sent to the complainants :

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, November 9, 1891.

MR. H. M. WELLS, *East Fairfield, Vermont.*

*Dear Sir :—*Referring again to the complaint of yourself and other citizens of East Fairfield, and the conversation you had with me when the Board of Railroad Commissioners was inspecting the St. Johnsbury & Lake Champlain Railroad, this year, I have been directed by the Board to write you and inquire if the petitioners will be satisfied to await for a reasonable time the action of the St. Johnsbury & Lake Champlain Railroad Company to provide proper and sufficient depot accommodations at your place, as said company has stated through its superintendent that it proposes to do ?

The Board would like to have more than a verbal statement of a willingness on the part of the petitioners to allow the railroad company to defer action in the premises, so that there may be something tangible on file upon which to suspend the case, even temporarily.

Yours very truly,

ALFRED E. WATSON, *Clerk.*

And the following letter was received in reply :

H. M. WELLS, DEALER IN GENERAL MERCHANDISE.

EAST FAIRFIELD, VT., November 12, 1891.

MR. ALFRED E. WATSON.

*Dear Sir :—*In answer to yours of November 9, would say, we are willing to allow reasonable time for the St. Johnsbury & Lake Champlain road to furnish reasonable accommodation, and think that one year from the time of presentation of the petition is sufficient time in which to furnish the same.

You also want to remember that we have already had regular promises for the six years previous to the bringing of petition.

Respectfully,

H. M. WELLS, *for petitioners.*

And the case was held suspended until the following letter was sent to the complainants :

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, July 7, 1892.

MR. H. M. WELLS, *East Fairfield, Vt.*

Dear Sir:—Referring again to the complaint and petition of yourself and other citizens of East Fairfield, touching the lack of proper and sufficient depot accommodations at your station on the St. Johnsbury and Lake Champlain Railroad, I now beg to state, that the Board of Railroad Commissioners will inspect the west end of said railroad in the forenoon of Tuesday next, July 12th, inst.

If any additional action by the Board is required at this time in the premises, you might meet the Board at your depot at the time above stated.

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

Whereupon a meeting was arranged and had at said station, July 12th, 1892, the petitioners and railroad company being represented.

After hearing, upon the correspondence, conference, and examination of the premises, the following report was issued :

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, September 3, 1892.

In the Matter of the Complaint and Petition for a better Stationhouse at East Fairfield on the St. Johnsbury and Lake Champlain Railroad.

PETITION.

"To the Honorable Board of Railroad Commissioners of the State of Vermont,

"Gentlemen :—" We, the undersigned business men of East Fairfield, Franklin Co., Vt., would respectfully represent, that the depot building at the station of the St. Johnsbury and Lake Champlain Division of the Boston and Maine Railroad in this village is small, shabby and inconvenient,—entirely unfit for the transaction of the business which

"is done at said station, or for the accommodation of travelers who wish to get on or off the cars at said station.

"And we would also respectfully request of your Honorable Board that you take such steps as may be necessary to bring to the knowledge of the Boston and Maine Railroad Company the necessity of furnishing better facilities for the shipment and reception of freight, and for the accommodation of the traveling public at said station.

"East Fairfield, Vt., July 5th, 1891."

Signed by H. M. WELLS
and 15 others, business men of East Fairfield.

This petition was referred in due course of business to the said railroad company, and the following answer was duly received :

"LYNDONVILLE, VT., July 23, 1891.

"ALFRED E. WATSON, Esq., Clerk, Board of Railroad Commissioners, Hartford, Vt.

"Dear Sir:—Yours of 15 inst. enclosing copy of complaint and petition from business men at East Fairfield covering alleged lack of proper depot facilities at that station.

"In my letter of 11 ult. replying to a like complaint and petition from the people at Sheldon, I referred to this depot at East Fairfield of which these men complain, and admitted that both of these stations, besides two others upon this road, were not what we would like to have them ourselves, but for the reasons stated in that letter, have not been able to rebuild them, and there has been no change since that time as to the certainty of exact time when we can begin upon them, although I now expect we will be able to rebuild one of them the present season and two more of them next year.

"Yours truly,

"H. E. FOLSOM, Superintendent."

This reply and assurance being referred to the petitioners the Board was by them requested to suspend action on the petition for the present. And it was so ordered for the time being.

A short time prior to the annual inspection in 1892, the application was reviewed at the request of the petitioners and a hearing on the petition was ordered to be had at East Fairfield depot, Tuesday, July 13th, 1892, of which due notice was given to the railroad company and to the petitioners. And the complaint was heard, accordingly, by the

Board. The petitioners were represented, and the superintendent of the road also attended.

An inspection of this station house and its concomitants rendered all oral testimony needless. It in no respect met the modest requirements and conveniences of its patrons in this community.

The Board realizes that the Boston and Maine Railroad Company has for the last three years been borrowing and expending money to the extent of hundreds of thousands of dollars in the permanent betterment and improvement of the roadbed, track, bridges, and depots of the St. Johnsbury and Lake Champlain Railroad which it has operated, investing far in excess of the earnings upon the same, in order to raise the road to a standard of respectability which for many years heretofore it has lacked. This has been the only excuse for the delay in rebuilding this depot long since. The business men of East Fairfield have appreciated all this and have patiently waited another year.

The urgent need of better depot service for the people at this place was appreciated by the representative of the company, and they were assured at the hearing of relief at the earliest practicable day.

The excessively inadequate and unseemly condition of this depot, however, impresses the Board that it is its duty to insist on an early compliance on the part of the company with the request of the petitioners, and the Board, therefore, recommends to said St. Johnsbury and Lake Champlain Railroad Company as follows :

That the depot at East Fairfield station be rebuilt in accordance with their current methods of rebuilding the depots upon this line, for convenience, quality and taste, and that the new structure be completed and open for the accommodation of its patrons on or before the 1st day of June, A. D. 1893, and to the satisfaction and acceptance of the Board of Railroad Commissioners.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT AND PETITION OF SELECTMEN OF GUILDHALL.
SUBJECT : ILLEGAL, IMPERFECT AND DANGEROUS HIGHWAY, AND GRADE
CROSSINGS.

STATE OF VERMONT.

To the Board of Railroad Commissioners :

The town of Guildhall in the County of Essex, by their Selectmen, represent that the Coös Railroad Company have constructed their rail-

road through said town of Guildhall, and in building and making the same in said town they have crossed the highway in five places, and they have built their railroad on the public highway a mile and a quarter, and have made a substitute for said mile and a quarter of highway on land near the railroad and above it which said substitute is very imperfectly made and is dangerous for public travel, and said five crossings are dangerous and insufficient; said railroad was built since the act of November 27, 1888, entitled "An Act relating to Railroad crossings" took effect, and said alteration of the highway was made without a hearing before the Railroad Commissioners and is therefore illegal.

We therefore request the Board of Railroad Commissioners to appoint a time and issue a notice for a hearing in the premises and make such order as is provided for by said act.

GEORGE S. BOYCE.
BENJ. BENTON.
GEO. A. FORD.

WM. & H. HEYWOOD,

Attorneys for said Town.

Guildhall, Vt., July 25th, 1891.

This complaint and petition was duly referred to the defendant railroad company, no formal answer to which was received, but the Board was soon afterwards advised orally by Irving W. Drew, Esq., attorney for said railroad company, that the matters complained of had been satisfactorily adjusted and suggesting that no further action in the premises need be had by the Board.

However, no communication in writing to such effect having been received by the Board from either party, the Board thereupon requested of the parties definite advice in writing as to the disposition of the case by their mutual action and agreement, and thereupon these letters were received:

WM. HEYWOOD,
LAWYER.

LANCASTER, N. H., September 25, 1891.

ALFRED E. WATSON, Esq., *Clerk*,

Dear Sir :—In relation to the complaint of the selectmen of Guildhall against the railroad, of which you inquire in yours of the 24th inst. As

I understand it, the road and crossings have been made satisfactory, and I expect that you will soon have official notice from the selectmen.

Truly yours,

WM. HEYWOOD.

LANCASTER, N. H., November 7, 1891.

ALFRED E. WATSON, ESQ., *Clerk, Railroad Commission, Hartford, Vermont.*

Dear Sir:—Your letter addressed to me at Colebrook was forwarded to my office here in Lancaster, and I now have the same.

The complaint of the Selectmen of Guildhall vs. Maine Central Railroad was adjusted satisfactorily to all parties concerned; and the papers were drawn by William Heywood, counsel for the town in this matter, and it was understood that he would immediately send the papers to you. I will see what has become of them and have them sent forthwith, if they have not already gone.

In the meantime nothing further need be done by the Board of Commissioners, as the matter has been so arranged as to avoid the necessity of further troubling them.

Very truly yours,

IRVING W. DREW.

The papers referred to in the foregoing letters not being received in due course, the following correspondence ensued:

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, December 1, 1891.

WILLIAM HEYWOOD, ESQ., *Attorney of the Selectmen of Guildhall Vermont, Lancaster, N. H.*

Dear Sir:—Referring again to the complaint and petition of the selectmen of Guildhall, Vermont, against the Maine Central Railroad corporation, in regard to certain grade crossings and insufficient highway in said town, constructed by said railroad corporation, I am now directed to refer to you a copy of a letter recently received from Col. Irving W. Drew, counsel for said Maine Central Railroad.

Not having received from you the papers referred to in Col. Drew's letter, I would now respectfully inquire of you in regard to the same. Awaiting your early reply,

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

WM. & H. HEYWOOD, *Lawyers.*

LANCASTER, N. H., December 3, 1891.

ALFRED E. WATSON, ESQ.

Dear Sir:—In answer to yours of December 1st instant. The highway in Guildhall has been made so as to be acceptable to the selectmen and I do not know why they have not sent you the paper that I wrote for them assenting to have the proceedings before the Commissioners stopped.

Maj. Drew's letter states the case as it is.

Truly yours,

WM. HEYWOOD.

After waiting for some time for the papers showing that the case had been adjusted by and between the parties to their mutual satisfaction, and not receiving the same, the request therefor was renewed by the Board and soon after the following letter and enclosures were received :

LANCASTER, N. H., July 27, 1892.

A. E. WATSON, ESQ.

Dear Sir:—Herewith I send you motion in Guildhall vs. Coös Valley Railroad, with agreement of selectmen annexed.

Please have such an order made as will protect the rights of all parties and oblige.

Yours truly,

IRVING W. DREW.

To the Board of Railroad Commissioners for the State of Vermont :

Whereas, a petition is pending before your Honorable Board, in which the town of Guildhall, County of Essex, and State of Vermont, is petitioner, and the Coös Valley Railroad Company petitionee, in which the said town asks your Honorable Board to examine the grade crossings of said railroad over the highways in said town and order the same put in

suitable condition to accommodate the public travel, etc. And also asking for an examination to be made of the alteration or diversion made in the highway in said town to accommodate said railroad, and that said railroad be ordered to put the same in suitable condition.

Now, the said railroad represents to your Honorable Board, that it has put said grade crossings and said new highways, made for the purpose of accommodating the public, to take the place of old highways, the location of which was taken by the railroad, in a good, safe, and suitable condition to accommodate the public travel; and that the same are satisfactory to the authorities of said town of Guildhall, as said authorities have signified in writing by an acceptance of the same, recorded in the town clerk's office of said town, Book M, page 450, of the Land Records, a certified copy of which acceptance is hereto annexed.

The said railroad asks that your Honorable Board issue an order authorizing the maintenance of said grade crossings, and said new highways as they now are, and that said petition be dismissed.

COÖS VALLEY RAILROAD,

By its Attorney,

IRVING W. DREW.

STATE OF VERMONT.

Application to Board of Railroad Commissioners by Town of Guildhall.

In the matter of the application made to the Board of Railroad Commissioners, in behalf of the Town of Guildhall on or about the 25th of July, 1891, against the Coös Valley Railroad,

It is now agreed on the part of the said Town of Guildhall that the highway and crossings named in said application are now made sufficient by said railroad company, and the alteration made in said highway to accommodate the railroad is to be sanctioned by the Board of Railroad Commissioners to comply with Sections one and two of No. 21 of the Acts of the Session of 1888.

Guildhall, September 21, 1891.

GEO. S. BOYCE,

BENJ. B. BENTON,

Selectmen of Guildhall.

GUILDHALL TOWN CLERK'S OFFICE, July 27, 1892.

I hereby certify the above is a true copy of the acceptance of high-

way made by Maine Railroad, recorded in Book M, page 450, Land Records.

Attest,

DELLA L. HARTSHORN, *Town Clerk.*

Whereupon the case was ordered closed.

CHANGE IN HIGHWAYS AND CONSTRUCTION OF GRADE
CROSSINGS ON HOOSAC TUNNEL AND WILMINGTON
RAILROAD EXTENSION.

SUBJECT: CHANGE OF HIGHWAYS AND GRADE CROSSINGS.

IN BOARD OF RAILROAD COMMISSIONERS.

In the Matter of the Change in Highways and Construction of Grade Crossings by the Hoosac Tunnel and Wilmington Railroad Company, Lessee of the Deerfield Valley Railroad.

Telegram was received (forwarded) by the Board while in session at Rutland as follows:

"TO SAMUEL E. PINGREE, *Chairman Railroad Commission of Vermont, Hartford, Vt.:*

We want to open eight miles of our Wilmington extension next Monday, September 21st. Will you inspect and issue certificate authorizing us to do so?

JOHN C. NEWTON."

Also the following was received by the Clerk, same date, from Readsboro:

"ALFRED E. WATSON, *Clerk Vermont Railroad Commissioners.*

Dear Sir:—We shall commence running trains over our new line between Readsboro and Jacksonville station, Vt., Monday, September 21st.

Yours truly,

MOSES NEWTON, *Supt.*"

Thereupon, Commissioners Bagley and Pingree being present, the next day was appointed for the inspection and due notice given by wire, and the new road was duly inspected, no officers or representatives of the road appearing at said inspection.

September 22, 1891, the following telegram was sent to the Treasurer and one of the Directors of said company:

"HARTFORD, VT., Sept. 22, 1891.

JOHN C. NEWTON, *Wilmington, Vt.:*

Have inspected as requested. Decline to issue certificate called for.

Don't know what you mean by the request. Call to your attention Act No. 21, Laws of 1888.

SAMUEL E. PINGREE,

Chairman, State Railroad Commissioners."

Upon this inspection (the full report of which will appear in the next Biennial Report to the General Assembly) it was observed that several miles of highway had been taken for the construction of the Deerfield Valley Railroad over its line and that several new highway crossings at grade over the new railroad had been made.

Such construction and alterations and such highway grade crossings had been made by said railroad company, or by the parties building said new railroad, without a hearing before the Board or its consent and without notice to it, that such work was being or purposed to be done. And of their necessity the Board had, therefore, no opportunity to judge under the law.

Finding the condition as aforesaid at this inspection, and that certain of the said grade crossings in the town of Whitingham aforesaid appeared to require the further consideration of the Board in the interest of the public safety, due notice was given, at the primary instance of the Board to said company and to the selectmen of the towns of Whitingham and Wilmington, and to the owners of land adjoining the same, as far as then known to the Board, that a hearing would be had before the Board at the hotel in Readsboro village, October 6, 1891, for the purpose of considering the subject of directing changes in said grade crossings.

At said hearing the railroad company appeared by John C. Newton, a director, and Daniel H. Newton, a director and president of both of said railroads.

And said town of Whitingham appeared by its selectmen, A. A. Butterfield, George Porter and Joshua S. N. Kenfield. And said town of Wilmington appeared by its selectmen, J. H. Kidder, Clark Chandler and C. M. Ware, at the inspection of the premises in Wilmington.

And said railroad company also owned certain premises adjoining one or more of said crossings in said Whitingham, and were represented as aforesaid as an adjoining owner, and said Company were owners of lands adjoining one of said grade crossings in Wilmington.

Upon ascertaining that there were certain other owners of lands adjoining said grade crossings who were not previously known to the Board, action in the premises was deferred until such time as said parties should have due notice of hearing in the premises.

Examination of all the grade crossings in Whitingham and Wilming-

ton, made or proposed, was heard, testimony was taken, and the Board finds that in the town of Wilmington there are two proposed crossings, one known as the Corbett crossing and the other known as the Castle Bridge crossing, which said railroad company asked the Board to examine, pass upon their necessity and consent to the change required for making grade crossings at these points.

The owner of the land adjoining the Corbett crossing was not notified and did not appear. No action was therefore taken by the Board in reference to this crossing.

The owner of the lands adjoining the Castle Bridge crossing, together with all other parties interested, was present at the hearing, and the premises were examined and statements of parties heard and the Board finds that there is no practicable way for the railroad to be built past this point so as to avoid a grade crossing of the highway leading to Castle Bridge ;

That it can be built without serious detriment to the highway travel ; that the view is clear and unobstructed for a safe distance in either direction from the same ;

That it will be a direct crossing with light grade upon the highway, if properly constructed, and that the danger to the public travel on both highway and railroad by means of the crossing at grade at this point will be increased only to the minium degree of such crossings.

The Board, therefore, adjudges this grade crossing to be necessary and consents that the same be established, subject to the compliance on the part of said company in making said change, with Section 1 of Act No. 21, Laws of 1888, to the satisfaction of this Board.

No other highway grade crossings in the town of Wilmington were deemed necessary by the Board so far as any present needs of the company or the public appear, and no consent to the making of any others permanent in that town was asked for by the company at said meeting.

It was claimed by the company that after said railroad was completed the highway beyond Jacksonville station in said Wilmington could properly be laid between the railroad track and the bank of the gravel pit, space for the same being opened by the excavations now being made in said pit, and thus avoid the necessity of two grade crossings 500 feet apart upon the line of the present highway, but it was also claimed that this gravel pit would have to be worked as such with the steam shovel for the use of the railroad until the completion of the road including the ballasting of the same, which would require, as claimed, possibly three or four years of such use from time to time or until the work was done

The Board can see no necessity for these two grade crossings, either for this indefinite period or for permanent use of public travel. Nor does it deem the changing of the same to the easterly side of the railroad tracks under the circumstances and conditions proposed, for any length of time, to be consistent with the public safety.

There appears to be no necessity for either of these grade crossings, or for the highway to be changed to go through the said gravel pits and between its bank and the railway track.

It is clearly practicable and not expensive to alter the highway from its present course, beginning at a point a few rods easterly of the depot at Jacksonville and running northerly near the easterly line of the lands of said railroad company, and a part of the way upon the same, and on land of Joel Graves,—as the conformation of the ground may require for the purposes of an even and reasonable grade, making the proper cuts and fills to that end,—and thence over the ridge and with proper grading on the land of Luther Harrington to the present highway.

The Board now suggests this general outline upon the matter incident to the matters heard, but makes no recommendation or order in the premises at this time, as neither said Graves nor said Harrington, nor any other adjoining land owner except said railroad company were known as parties interested until said hearing, and were not notified of the same.

In relation to the question of the necessity for the construction of this railroad across, or upon the highways so taken by said railroad company, the Board adjudges that the taking of the same was necessary.

And the Board also adjudges that said railroad cannot be judiciously constructed across or upon said highway without interfering therewith, by reason of the location of the same, and it consents that the highway be so changed that the railroad shall be on the site where it finds the same at this hearing, so far as the same has been inspected by the Board.

The Board also considers and finds upon inspection of the premises that the said highway so changed and altered by said railroad company has not been put as near as practicable in as good situation and repair as the same was previous to such alteration, but that the same is found in several places in the new road made by said company to be left in a situation and state of repair extremely dangerous to the public travel, and not reasonably adequate to the public convenience as compared with the highway so taken for the railroad construction.

The Board therefore orders that the said railroad company do proceed as soon as the ground is settled next spring to restore said high-

way, wherever the same is altered from the point where the hill road from Readsboro intersects or comes into the same to the northerly line of the town of Whitingham, to its former state, or in a sufficient manner not to impair its usefulness, as near as practicable, and cause the same to be in as good situation and repair as it was previous to such alteration, as near as may be, and when the same is so done to notify the Board of Railroad Commissioners that it may examine the same and determine whether its order has been complied with.

By the Board,

ALFRED E. WATSON, *Clerk.*

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, February 2, 1892.

In the Matter of the Proposed Abolishment of the so called Dalrymple and Davis Grade Crossings on the line of the Hoosac Tunnel and Wilmington Railroad Extension, Chartered as the Deerfield Valley Railroad, in the Town of Whitingham.

In its first inspection of this railroad between Readsboro and the Jacksonville station, the attention of the Board was called to the two grade crossings known as the Dalrymple and Davis crossings.

The Board deemed a hearing, upon its own motion, advisable, to determine upon the necessity of the same in the construction of the railroad, and a partial investigation was thereupon had.

Final hearing was had, upon notice to the selectmen of Whitingham, the railroad company and the adjoining land owners, on the 12th day of January, 1892, at Wilmington, at which hearing the said selectmen and the railroad company were present.

At this hearing the selectmen of said town of Whitingham and the railroad company requested the Board to consider and determine the question of the necessity of these grade crossings in the construction of said railroad, and to determine whether or not the public safety required an alteration in the highway here, crossed at grade by the railroad.

The Board, therefore, proceeds and hears the case upon the request of the said town and said railroad company.

The state of facts and circumstances, developed at said hearing, are as follows, viz:

The highway from Readsboro to Wilmington is crossed at grade by the railroad on the premises of Dexter Dalrymple, and again about 1000 feet farther up, on land of the G. F. Davis estate.

Both of these crossings could have been avoided at small expense by changing the highway to the southerly side of the railroad and thus giving a direct course and an unobjectionable grade. The practicability of this change so commended itself to the railroad company and the selectmen that the railroad company purchased premises for the change of the highway, at the time of locating its road.

The facility of making the change of the highway here, so as to avoid both of these grade crossings, and the expense of the same are so small that the Board could not have adjudged these grade crossings necessary in the construction of the railroad, had it been called upon in due time as the law requires.

The alteration of the highway now, so as to avoid them both, appears to be required in the interests of the public safety and the Board, therefore, *orders*, that the highway at this place be altered so that the same shall pass from the present highway a few rods southerly of the lower, or Dalrymple crossing, along westerly of the small barn or shed of the said Dalrymple and upon the easterly portion of the land of said railroad company, purchased for this purpose, so that in the cut through the knoll near the northerly end of the said railroad company's land the traveled part of said highway shall be in—or southerly of—the drain ditch excavation now upon said knoll. The excavation of said knoll is ordered to be made so as to lower the highway eight feet below the top of the said knoll, and the slope or depression beyond said knoll to be filled and graded up so as to give the highway an even grade from said knoll to the first rise beyond the swamp and boulders now there.

And the Board further orders: That the town of Whitingham shall make said alteration, and complete the same on or before July 1st, A.D. 1892.

And the Board further determines and directs: That said railroad company shall pay to said town of Whitingham, towards its proportion of the expense of making such alteration, the sum of three hundred dollars (\$300), and shall require of said town no land damages by reason of the location of said highway upon the land of said railroad company.

And all other expense of making said alteration, including the land damages, if any, to the said Davis estate, shall be borne by said town of Whitingham.

And, upon the completion of said new road, the said Dalrymple and Davis grade crossings shall be discontinued as highway crossings.

By the Board,

ALFRED E. WATSON, *Clerk*.

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, February 2, 1892.

In the Matter of the Proposed Abolishment of the so called Graves and Harrington Grade Crossings on the line of the Hoosac Tunnel and Wilmington Railroad Extension, Chartered as the Deerfield Valley Railroad, in the Town of Wilmington.

Upon due notice to the selectmen of the town of Wilmington, the said railroad company, and to Joel Graves and Luther Harrington, the adjacent land owners, a hearing was had before the Board at Wilmington, January 12, 1892, to consider and determine whether any changes or alterations should be made at said grade crossings.

The selectmen of Wilmington appeared with counsel for the town, D. H. Newton, its president, for the railroad company, and Joel Graves was present and testified. Mr. Harrington was not present at the hearing, but was present when the Board examined the premises.

These grade crossings were placed without the attention of the Board of Railroad Commissioners being called thereto and without their knowledge or consent. The Board being called upon by the railroad company to inspect its road, it was found that the highway at this place was intersected in the construction of the railroad in two places about 500 feet apart, and the gravel trains were then in operation over them for the construction of the road beyond.

The plans and purposes of the railroad company with reference to the same were stated to the Board and have already been set forth in the general report upon said extension.

Upon hearing the parties and a second examination of the premises, the Board is of the opinion that the public safety requires that the highway at this place should be altered so as to obviate both of said grade crossings which should be abolished.

The Board, therefore, orders: That said highway be altered and changed from its present location in substantial accordance with the following new location, to wit:

Beginning at a point in the present highway nearly opposite the station house of the said railroad company, running thence across the land of Joel Graves and on to and across a corner of the land of the said railroad company, and again upon the land of said Graves, along the slope of the hill, and returning again upon the land of said railroad company a few rods before reaching the stone wall upon the plain or flat land at the top of the hill, thence continuing along the easterly side of the land of said railroad company until it comes near the top of the farm road of

said Harrington, thence in the most practicable place on said Harrington's land and on land of said railroad company down the slope and into the present highway again.

The Board here directs only the general outline for the laying of the new piece of road to be substituted for the old road, near and between said crossings, and directs that the survey and location of the same shall substantially conform thereto, and that the same may be slightly varied only as the conformation of the ground may require to build the same in the most feasible location so that the new road may be placed in as good situation and condition as the old so far as practicable.

And the Board directs: That the same be constructed by cutting down the ridges and filling the hollows so as to give a reasonably even grade for the ascent from the flat land of said Graves to the top of the hill, and that the ridge at the Harrington end of the road be excavated and the hollow near the brook at that end be so graded up as to relieve, as far as practicable, the grade upon the northerly part of the same.

And the Board directs: That the said road be laid out and made by the town of Wilmington, including the cost of land damages, if any, to said Graves and said Harrington.

And the Board further orders: That said railroad company do pay to said town of Wilmington the sum of two hundred dollars (\$200), when the said alteration is completed, and give said town in addition thereto the right of way or franchise of said highway over that part of its lands covered by the same, as its proportion of the expense of making such alteration and the land damages, if any, paid by said town in the laying and making of the same, as aforesaid.

And the Board further orders: That said alteration and change be made and completed and said new highway be opened for the public travel on or before the first day of July, A. D. 1892, to the satisfaction and approval of this Board, and that, thereupon, said highway grade crossings be discontinued and closed as such.

By the Board,

ALFRED E. WATSON, *Clerk.*

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, February 2, 1892.

In the Matter of the Application of the Hoosac Tunnel and Wilmington Railroad Company for leave to cross the Highway near the Residence of Jonathan Corbett, in the Town of Wilmington, at grade.

The matter of the necessity of a grade crossing in the construction of the Hoosac Tunnel & Wilmington Railroad extension,—chartered as the

Deerfield Valley Railroad,—over the highway, upon the premises of Jonathan Corbett in Wilmington, was heard, upon due notice and appearance of the railroad company, and Jonathan Corbett, the only adjoining land owner, and the selectmen of Wilmington, on the 12th day of January, 1892, at Wilmington.

The premises were examined and it was apparent that a grade crossing at this point was a necessity, in order to construct the railroad where the Board finds it located.

An under-grade or an over-grade crossing where the railroad is constructed at this point would be impracticable, and the open and unobstructed situation so leaves the view of approaching trains that the danger to the highway and railway travel is less than is ordinarily found at crossings of this kind. The travel over this crossing will be very light, the only house to be reached by it being that of Mr. Corbett, whose buildings stand but a few rods easterly of the same.

The Board considers and adjudges that a highway grade crossing at this point is necessary.

The Board further suggests that the manner of the construction and grading of the highway approaches of this crossing, as well as the proper standard crossing signs thereat, will be the subject of its consideration when this road is examined at the next annual inspection.

By the Board,

ALFRED E. WATSON, *Clerk*.

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, February 2, 1892.

In the Matter of the Proposed Winchester Grade Crossing on Maple Street in the Village of Wilmington.

In the matter of this proposed grade crossing, heard upon the same application and in connection with the proposed extension of the Hoosac Tunnel and Wilmington Railroad to the mills of the Wilmington Grain and Lumber Company, the Board finds from the testimony and an examination of the premises that there exists no condition of circumstances requiring the action of the Board at the present time respecting the same.

All present purpose of constructing a contemplated spur track across Maple street, at this point or in this direction, is disclaimed by the railroad company, and the Board, therefore, postpones action upon the question of the necessity of a grade crossing upon Maple street until a condition of circumstances shall be presented calling for its action in the

premises and rendering the same necessary in the construction of the said company's railroad here.

The application, so far as the same relates to this crossing, is held by the Board without prejudice to any parties interested and without any expression as to its merits, and is subject to be called up and finally disposed of at the instance of the parties interested.

By the Board,

ALFRED E. WATSON, *Clerk.*

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, February 2, 1892.

In the Matter of the Proposed Grade Crossings on the line of the Hoosac Tunnel and Wilmington Railroad Extension, Built under a Charter granted to the Deerfield Valley Railroad, in the Village of Wilmington.

Application was made to the Board, November 12th, A. D. 1891, as follows, viz:—

"HON. SAMUEL PINGREE, *Chairman Board Railroad Commissioners, Hartford, Vt.*

Dear Sir:—

* * * * *

"We contemplate in the full construction of our line here in the village of Wilmington to cross two highways at grade, and also to run along a short distance in one of the streets or lanes, and ask you to take such measures in regard to these as is required.

"We would like to file our location with the Wilmington town authorities in the course of the next week or two, covering the entire distance of our railroad within the limits of the town of Wilmington.

"Kindly advise me your pleasure in this matter as early as convenient, and oblige,

Yours very truly,

JOHN C. NEWTON, *Treas.*"

Upon due notice to the selectmen of the town of Wilmington, the railroad companies and the parties owning lands adjoining said proposed highway grade crossings and said street or lane proposed to be taken in said village, Commissioners Pingree and Bagley and Clerk Watson of the Board met at the Vermont House and in Village Hall in said village, on the 12th day of January, A. D. 1892, and heard the parties upon said application.

The Hoosac Tunnel and Wilmington Railroad Company and the Deerfield Valley Railroad Company were represented by Daniel H. Newton,

the president of both companies, and the latter company was also represented by Hon. Hosea Mann, its clerk.

The town of Wilmington was represented by its attorney, E. L. Waterman, Esq., its selectmen also being present. Col Kittredge Haskins appeared for certain citizens interested and the Forest and Stream Club, and Hon. James K. Batchelder appeared as attorney for C. M. Russell, while other citizens appeared in their own behalf.

The premises of the proposed highway grade crossings and the street or lane proposed to be taken for the construction of the railroad were examined and testimony was taken at length.

The facts and circumstances connected with the proposition are found to be as follows, viz:—

The depot and yard premises of the railroad company are located on a high plain near the left bank of the river in the westerly part of Wilmington village, and the company proposes to extend its line easterly over the river, crossing Main street at grade, and thence up the northerly bank of the stream on the line of Gorham street or lane to the dam of the Wilmington Grain and Lumber Company,—thence crossing the mill pond to the southerly bank of the stream and there connect with the grain and lumber mills by a track extending back to the platform of the same for the receiving and delivery of freights.

A survey and location of the proposed new road was presented and a copy of the same is furnished and is in the files of the clerk of the Board for reference.

The objective point originally sought and intended to be reached as the terminus of the railroad by the company under its charter was claimed to be these mills and the water power at their location.

This is the only water power under improvement in said village and is extensive and by far the largest manufacturing industry in the town,—giving employment to many people in Wilmington and vicinity.

The railroad company claims the right under the language of its charter, authorizing it to construct its line “to some point at or near the village of Wilmington,” to build its road through the village to the point proposed.

It was urged on the part of some of the property holders adjacent to said proposed extension that the Board should consider and pass upon the question of the necessity of the construction of this extension to said mills, they claiming that the company having located its depot, freight-house and railroad yard at the other side of the river and village it has fixed its terminal point there by its own election and action and has ex-

hausted its charter rights in this respect, and that the proposed extension is but a side or spur track outside and beyond its terminal incidents and privileges, and that the Board should decline to authorize these highway grade crossings, the same not being deemed necessary upon these grounds.

The question of the necessity of the highway grade crossings and the taking of the highway asked for in the construction of the road was, upon this branch of the case, the only point which the Board regarded it its duty, under Act No. 21 of the Laws of 1888, to consider and determine, not deeming the construction of the charter rights of the company to build this proposed extension within the proper province of a Commission to pass upon but rather a matter for the Courts of law to settle in which issues for the jury may be raised.

It appeared upon examination of the premises and was conceded by all parties represented at the hearing that the only practicable way in which the mills of the Wilmington Grain and Lumber Company could be reached in the construction of the road was by the grade crossings proposed, or by an over-head railroad crossing at the same point on Main street, or by constructing the railroad from the depot grounds upon River street the entire length of the same through the village.

The extension as proposed connects with the end of the track already laid upon the depot grounds near Shafter street and crosses the same at grade and across a corner of land of Jasper Batey,—thence over the river and diagonally across the southwest corner of the lot of the D. Spencer estate, the southerly end of John Morris' lot, the southerly part of Mrs. Chloe Robinson's lot,—thence on lots of E. J. Titus and E. E. Wheeler to Main street and across the same, and up Gorham street or lane,—and thence across the mill pond as above stated. Its course lies near the *Deerfield Valley Times* building of O. H. Jones and the buildings of C. M. Russell, A. L. Childs, Ivory Bigelow and E. E. Wheeler, and passes about 40 feet from the northwesterly end of the iron bridge on Main street and along the river side of or near the premises of John L. Pike and Grace Andrews.

No dwelling house is so situated as to necessitate removal in the construction of the line, although the piazza upon the end of one will have to be removed, to which, it was stated, the owner, saving all rights of damage, did not object. The only other building standing in the direct line so as to require removal is the barn of E. E. Wheeler who favors the extension of the line.

No party appearing at the hearing and no witness who testified in the case favored the laying of the line upon River street, and all of those

who gave expression were opposed to an over-head railway crossing on Main street.

In the objections to either of these alternatives the Board concurred.

The travel on Main street at the point of the proposed grade crossing was shown to be quite large; from 150 to 200 teams and 200 or 300 foot passengers passing there daily on ordinary days.

The out-look for trains approaching from either direction to those crossing from the bridge side is obscure, and coming up from the northerly direction upon the crossing an out-going train could be seen but a few rods from the crossing.

This proposed Main street grade crossing is, in fact, a dangerous one, especially so on account of the obstructed view as it is approached from either direction.

Its approval can rest upon necessity alone, and then only with such securities and safeguards, through careful limitation of speed in the movement of trains over it and other precautions, that the danger to the life, limb and property of the public shall be reduced to the minimum.

The distance from the present depot grounds to the mill pond is about 80 rods, and there is a slightly descending grade from both of these points to the proposed crossing on Main street.

The trains which will pass over this crossing will be but few,—one or two each way daily,—under any necessities of the traffic at present or in the near future. These will start out going or returning from points so near the Main street crossing as to require but a low rate of speed at the same, and this can, without any serious burden to the railroad company, be limited to a full stop at the same in all cases.

At the Shafter street crossing the view is less obstructed, the travel over it is inconsiderable,—there being but two dwelling houses at present to be reached over it,—and the trains can be seen by the traveler going over it, in either direction in season to avoid them.

The Board, therefore, finds and adjudges: That it is necessary, in the construction of this railway extension, that the same shall intersect and cross the highways known as Shafter street and Main street in the village of Wilmington, at grade.

And the Board hereby gives its consent to such crossings, at the places and in the manner proposed and designated in said plan of location and survey.

And the Board recommends: That, in the construction of said railroad across said Shafter street, the grade of the said street be not depressed from the present grade thereof exceeding three feet at the point of the crossing; and that upon said Main street the present grade of the same

at the point of said proposed grade crossing be not raised above the level of the floor of the bridge on said street, adjacent, or nearly so, to said crossing.

And the Board further recommends: That the planking of said crossing be so laid as to extend and cover the entire distance of the limits of travel in said street across said railroad track, including the sidewalks of Main street and that of the hill road entering Main street at this point, with safe margins of space for the same.

Upon the completion and opening of this extension for the operation of railway trains, the Board will make such further recommendations in reference to the manner of moving trains on this crossing as the interests of the public safety shall require.

Allusion was made at the hearing to the possible interference with the highway by the switch-back track contemplated being built upon the east side of the river, between the terminal point of the proposed extension and the lumber mills below said terminal, but no action is taken by the Board upon this matter as the fact or extent of such interference was not clearly indicated in testimony, nor was the exact location of the proposed switch-back track with reference to the highway clearly defined and made known to the Board.

The Board also adjudges: That said Gorham street is so located that said railroad extension cannot be judiciously constructed across or upon the same without interference therewith, and it therefore consents that the same be changed or altered so that said railroad may be made on the best site for that purpose.

And the Board directs: Said railroad company that, in order to put said highway so taken in as good situation and repair as the same was previous to such alteration, as near as practicable, the north end of the same should be extended so as to connect the same with High street upon or near the premises of John L. Pike and Grace Andrews.

By the Board,

ALFRED E. WATSON, *Clerk.*

EXAMINATION.

In the work of compliance with the orders of the Board relative to the aforesaid Dalrymple and Davis crossings, the Graves and Harrington crossings and the Corbett crossing, the Board found, upon its last annual inspection of this railroad and in the way and manner in which said orders have been

carried out that the same have not in case of either of said crossings been fully complied with, and at said examination it was pointed out in what respect the same were incomplete and what further should be done in the several premises in order to make a full and substantial compliance with said orders, to the satisfaction and acceptance of the Board, and early attention and compliance therewith as so indicated and pointed out was assured on the part of said company through its Assistant Superintendent, J. W. Stiffler, who accompanied the Board upon its said inspection and examination.

COMPLAINT OF GEORGE E. RANDALL.

SUBJECT: OBSTRUCTION OF HIGHWAY GRADE CROSSING.

CONCORD AND MONTREAL RAILROAD.

WHITE MOUNTAINS DIVISION.

OFFICE OF THE TRAIN DISPATCHER.

George E. Randall,

Train Dispatcher.

WOODSVILLE, N. H., Dec. 28, 1891.

S. E. PINGREE, *Railroad Commissioner*.

Dear Sir :—Myself and others are greatly annoyed and delayed by trains blocking the crossing north of Wells River station, on the Passumpsic Division of Boston & Maine Railroad.

The blocking that annoys me most is entirely uncalled for; the trainmen claim all the rights and give the public none. About every freight going south takes water at Wells River. They draw down the main line, cut off engine and go on side track to get water.

Nine times out of ten they leave train on crossing. Sometimes they go in north of water-house and sometimes draw down and back engine to water-house. There is room south of crossing and clear side track south for 30 cars and an engine, which is more than they ordinarily have. If they draw in at upper end, it is just as easy to leave train above crossing as it is to draw two cars on to it as they do.

I have written to Supt. Folsom and Train Master Page, who seem to be powerless in the matter. They have posted a notice on their bulletin board, but the crossing is blocked just the same.

October 28th, I was held from 9:50 until 10:20 a. m. by Conductor Emery Hamel; December 24th, from 8:25 until 8:40 p. m. by Conductor J. C. McLane. Have been held several times by McLane. Once from 8:25 until 9 p. m., but cannot give date. Every time have been held by McLane it has been needless; his train draws down to lower end and engine backs in. The time he held me 35 minutes he had 25 cars. Dec. 24, he had 28.

The keeping of this crossing clear would not cost the company a cent. It is simply natural cussedness on the part of men.

It is an every day occurrence at crossing south, near freight house, to see horses standing with blankets on waiting to cross.

I am a railroad employe and understand both sides of the matter.

Yours truly,

GEO. E. RANDALL.

This complaint was referred to the railroad company by the following letter of transmittal :—

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Jan. 1, 1892.

COL. H. E. FOLSOM, *Division Superintendent, Boston & Maine Railroad, Lyndonville, Vermont.*

Dear Sir:—Please find herewith enclosed a copy of complaint of Mr. Geo. E. Randall, of Woodsville, N. H., alleging that the law relating to the obstruction of railroad crossings,—Act No. 39 of the Laws of 1882,—is repeatedly violated at the grade crossing on the line of the Passumpsic Division of the Boston & Maine Railroad, north of Wells River station. From his statement it would appear that said crossing is not only negligently but wilfully obstructed by your trainmen, who have laid themselves liable to fines imposed by the statute referred to.

You are respectfully requested to give this complaint your early consideration, and to file with the Board without delay such answer to the complaint as you may wish to make in behalf of your corporation, if any, whereupon the Board will take such action in the premises as may be necessary.

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

And the following letter was sent to the complainant :

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, Jan. 1, 1892.

MR. GEO. E. RANDALL, *Woodsville, N. H.*

Dear Sir:—Replying further to your complaint of date the 28th ult. against the Boston & Maine Railroad,—Passumpsic Division,—the receipt of which I simply acknowledged on the 30th ult., I would say, that Chairman Pingree referred the same to me to answer, as he was on the point of leaving home at the time the same came.

I have already referred the complaint to Col. H. E. Folsom, Division Superintendent of the corporation complained of, for such answer as he may wish to make on behalf of the same, and, if it shall appear to the Board that a hearing and order in the premises is necessary to remove all cause for further complaint here, an appointment will be made for a hearing, of which you will be duly advised. I shall refer to you a copy of such answer as Col. Folsom may make to the complaint.

I send you by current mail a copy of the General Railroad Laws of Vermont, and refer you to Act No. 39 of the Laws of 1882. You will see that trainmen have no rights over the public, and those of whom you complain have been fit subjects for severe discipline.

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

And in reply to which two letters answers were received, as follows :

BOSTON & MAINE RAILROAD.

PASSUMPSIC DIVISION.

SUPERINTENDENT'S OFFICE.

LYNDONVILLE, VT., Jan. 2, 1892.

ALFRED E. WATSON, Esq., *Clerk, Hartford, Vt.*

Dear Sir:—Yours of 1st inst. enclosing copy of letter from George E. Randall, Esq., of Woodsville.

I have written Mr. Randall upon this subject again today and issued such instructions to our men as will, I think, prevent the continuance of these cases, and shall hope Mr. Randall will not need to trouble you with this matter further.

Yours truly,

H. E. FOLSOM, *Supt.*

THE CONCORD & MONTREAL RAILROAD.

OFFICE OF THE TRAIN DISPATCHER.

GEO. E. RANDALL, TRAIN DISPATCHER.

WOODSVILLE, N. H., Jan. 2, 1892.

ALFRED E. WATSON, Esq., *Clerk, Hartford, Vt.*

Dear Sir:—Your favor of Jan. 1 duly at hand, also one from Supt. Folsom, which I trust will straighten matters without any further trouble. I neglected to state that my residence is in Wells River, and the crossing referred to is on road from my house to village.

Thanking you for your kindness,

I remain,

Yours truly,

GEO. E. RANDALL.

No further trouble at this crossing being reported, this case was subsequently closed.

COMPLAINT OF S. M. FLINT.

SUBJECT: DISCRIMINATION IN FREIGHT RATES.

WEST RANDOLPH, VT., Feb. 25, 1892.

TO HON. S. E. PINGREE, *R. R. Commissioner.*

I find that the C. Vt. R. R. has made a discrimination in tariff on coal between Burlington and White River Junction, and Burlington and Randolph. To the former place they give a rebate of \$.50 per ton. Is there any remedy?

Yours respectfully,

S. M. FLINT.

This complaint was duly brought to the attention of the railroad company which made answer as follows:

CENTRAL VERMONT RAILROAD.

PRESIDENT'S OFFICE.

ST. ALBANS, VT., March 8, 1892.

ALFRED E. WATSON, Esq., *Clerk, Hartford, Vt.*

Dear Sir:—I beg to acknowledge receipt of your favor of the 5th inst., enclosing copy of complaint of S. M. Flint of West Randolph, Vt.,

alleging that we give a rebate of 50 cents on coal shipped from Burlington to White River Junction, and to advise you that this is not the case.

Yours truly,

E. C. SMITH, *President.*

Thereupon a copy of the foregoing answer was referred to the complainant with the following letter of transmittal:—

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, March 14, 1892.

MR. S. M. FLINT, *West Randolph, Vt.*

Dear Sir:—Referring to your recent complaint against the Central Vermont Railroad Company, wherein you allege that a rebate is allowed on coal shipped to White River Junction, which is practically a discrimination in freight rates against West Randolph, I beg to advise you that the matter has been brought to the attention of the said railroad company, and to enclose herewith its answer to your said complaint.

After full consideration of the subject, please advise the Board whether or not you desire a hearing in the premises.

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

No answer to this letter having been received, the clerk was directed and sent to the complainant the following inquiry :

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, June 7, 1892.

MR. S. M. FLINT, *West Randolph, Vt.*

Dear Sir:—Referring to my letter to you of date March 14, 1892, enclosing copy of the answer of the Central Vermont Railroad Company to your complaint in regard to freight rates on coal, I beg to say that no reply has yet been received from you.

Will you kindly make some reply at your early convenience, in order that the matter may be definitely disposed of by the Board?

Yours very truly,

ALFRED E. WATSON, *Clerk.*

To which no reply has ever come to the Board.

COMPLAINT OF C. B. ALLEN.

SUBJECT :—ALLEGED EXTORTIONATE CHARGES ON EXCESS BAGGAGE.

WARREN BOOT AND SHOE COMPANY,
177 AND 181 CONGRESS STREET.

BOSTON, March 6, 1892.

THE HON. S. E. PINGREE.

Dear Sir:—I wish to call your attention to the matter of excess baggage rules upon the Central Vermont Railroad. Commercial men are allowed one hundred and fifty pounds, and all fractions are rated as hundreds. For example, if my baggage weighs two hundred, instead of charging me for the extra fifty, they charge me for one hundred, which I do not think right. I have talked with several lawyers about this matter and they say it is not right and for me to bring the matter before your Commission, and that you could oblige the Central to rate baggage for what a man actually has.

The Boston & Maine and several other roads rate and charge for just what the over-weight is, which is right, and not robbery, as the Central are doing today.

I believe the same rule used to be upon freight and they found it would not work, so had to change the rule.

The General Agent has been spoken to about this, and his reply was that there was not as much money in the way the Boston & Maine done as in this way.

By looking into this at your earliest convenience, you will greatly oblige.

Yours truly,

C. B. ALLEN.

112 Pearl street, Burlington, Vt.

A copy of this complaint was duly referred to the Central Vermont Railroad Company, to which answer was made as follows :—

CENTRAL VERMONT RAILROAD.

PRESIDENT'S OFFICE.

ST. ALBANS, VT., March 21, 1892.

A. E. WATSON, Esq., Clerk, Hartford, Vt.

Dear Sir:—Referring to your favor of the 16th, in regard to complaint of C. B. Allen, claiming an exorbitant charge on baggage.

I must insist that the charges as made by the road under the old rule

referred to by Mr. Allen are not extortionate, but they were simply uniform with those of other roads around us.

Before receipt of your letter, however, our Passenger Department had already had the matter of the revision of these rates up with other roads, and on April 1st intend to publish a new tariff of rates on excess baggage.

Perhaps it may be well for Mr. Allen to wait until he sees that tariff before he pushes his complaint further.

The tariff has been in the hands of the printer for several weeks, and as soon as it is out will send you a copy.

Yours truly,

E. C. SMITH, *President.*

A copy of this answer was in turn referred to the complainant by the following letter of transmittal:—

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

HARTFORD, March 23, 1892.

MR. C. B. ALLEN, *Burlington, Vt.*

Dear Sir:—Referring to your complaint against the Central Vermont Railroad Company, alleging an extortionate charge on excess baggage, I beg to hand you herewith the answer of said railroad company by its President, Col. E. C. Smith.

You will please note what Col. Smith says in said answer, and, inasmuch as a new tariff of rates on excess baggage will go into force upon the Central Vermont Railroad and connecting lines on April 1st proximo, your complaint will be held suspended until after that date. Immediately thereafter will you kindly advise this Board whether or not you still have any grounds for complaint, in order that a hearing may be appointed in the premises, or the case may be closed?

Yours very respectfully,

ALFRED E. WATSON, *Clerk.*

In reply to which this answer was received:

WARREN BOOT AND SHOE COMPANY.

177 AND 181 CONGRESS STREET.

BOSTON, April 17, 1892.

MR. A. E. WATSON, *Clerk.*

Dear Sir:—I wish to thank the Railroad Commissioners for their kind and prompt attention to my notice of the railroad company's charges of excess baggage, and I wish to say that they now charge for what a traveling man carries, but they have raised the rates, so that it has not benefitted the matter any with us, but instead made it worse, which I suppose cannot be helped, as I suppose they can charge per pound what they have a mind to.

What my complaint was not upon the rate but the charge for what we did not have.

Thanking them for their kind attention in this matter, I will not take up your time any farther.

I remain, yours truly,

C. B. ALLEN.

And the case was thereupon closed.

COMPLAINT OF CITIZENS OF RANDOLPH AND VICINITY.

SUBJECT: DANGEROUS HIGHWAY GRADE CROSSINGS.

To the Board of Railroad Commissioners, State of Vermont:

The undersigned citizens of West Randolph and vicinity respectfully request that you will order the Central Vermont Railroad Company to keep flagmen at the two railroad crossings in this village, to wit: The crossing near the depot and the one easterly of the first mentioned crossing.

We are of the opinion that flagmen are necessary at these two crossings in order that life and property be protected.

W. H. NICHOLS,

and one hundred and ninety-five others.

. Randolph, Vt., April 23, 1892.

The following report shows the action of the Board in this case:

IN BOARD OF RAILROAD COMMISSIONERS.

MONTPELIER, June 20, 1892.

In the Matter of the Petition of W. H. Nichols and 195 others, Citizens of Randolph and Vicinity, against the Central Vermont Railroad Company, praying that Flagmen be kept at the Main Street and South Pleasant Street Grade Crossings in West Randolph Village.

A hearing upon said petition was appointed and had at West Randolph, May 18th, 1892. There were present the full Board of Railroad Commissioners, Azro L. Adams, who formally represented the petitioners, although several others of them were in attendance and testified at the hearing, and James M. Foss, Assistant to the President, Chester W. Witters, Nelson L. Boyden and Joseph D. Denison, attorneys, representing the Central Vermont Railroad Company.

Testimony was taken at length and the said grade crossings were examined by the Board.

These crossings are so situated that it is found impracticable so to change them as to obviate a grade crossing at either of them.

Both are considered in some respects dangerous, but not so extremely blind and unsafe as several others on this railroad are believed to be.

The easterly one is found to be subject to a more obstructed view, as approached from the south, than the Main street crossing,—although a crossing of much less travel than the latter.

These crossings are about 27 rods apart, and at the easterly one there are two side tracks with the main line between them, while at the Main street crossing the main track is on the north side of the roadbed and two side tracks lie south of it.

At the Main street crossing the road is planked 64 feet wide over all the tracks, and the view is clear and without permanent obstruction for a sufficient distance in either direction upon the railroad to the traveler approaching it from either direction upon the highway, so as to afford ample opportunity,—and there is also ample space,—to turn a team away from an approaching train after the same can be discovered by ordinary outlook and care.

With reasonable prudence and caution the traveler will find no unusual difficulty in discovering danger here and the opportunity to avoid it by the use of his senses, unless his view may be obstructed by cars which may improperly be left standing near the crossing.

There was considerable testimony given tending to show that cars have sometimes been left standing so near the crossing as to obstruct the view necessary for safety.

Also, it appears in evidence, and the Board finds, that cars are often left standing upon the siding by the easterly crossing in such a manner as to obstruct the view of approaching trains and to enhance the danger to the public travel thereat.

All of this the Board believes can be in a large degree corrected, and the danger of accident at each of these crossings thereby largely diminished.

There is also a tool house standing on the north side of the track, east of the easterly crossing, which obstructs the view of trains approaching from the South. This should be removed to some point so that it will not obstruct the view down the track.

The Board, therefore, recommends to the Central Vermont Railroad Company, that such measures be taken by it in the operation and management of its railroad at these crossings as shall prevent any car from standing on either of the sidings in the railroad yard at Randolph station at any point within twenty feet of the planking on the easterly side,—or twelve feet of the planking on the westerly side of the crossing on Main street, or within seventy-five feet of the planking either on the easterly or westerly side of the east crossing aforesaid.

And the Board further recommends that said tool house be removed to such point down the track from where it now stands, or elsewhere, as shall relieve the obstruction of the view from the easterly of said crossings and its approaches.

And the Board also recommends that no passenger train shall be allowed to pass said crossings at a rate of speed exceeding ten miles per hour and no freight train at a rate of speed exceeding six miles per hour.

By the Board,

ALFRED E. WATSON, *Clerk.*

COMPLAINT AND PETITION OF CITIZENS OF RICHFORD.

SUBJECT:—DANGEROUS HIGHWAY GRADE CROSSING.

TO HON. SAMUEL E. PINGREE, AMORY DAVISON AND LEON G. BAGLEY,
Railroad Commissioners of the State of Vermont:

We, the undersigned, freeholders in the Village of Richford, in the County of Franklin, and State of Vermont, respectfully represent that

the railroad crossing on the Canadian Pacific Railway in said village on the main highway leading directly through said village to Canada, is a very dangerous crossing, that a large number of teams and persons on foot are obliged to go over said crossing at all hours of the day, and we thoroughly believe that the public safety and convenience require some reasonable protection at this place.

We, therefore, respectfully request you to make investigation regarding the same, and order that gates be erected, or a flagman be stationed at said crossing, or make such other order in the premises as is just and as the public safety and convenience demand.

M. J. MALONEY,	D. W. CARPENTER,
O. W. WRIGHT,	A. W. GOFF,
J. H. GROSS,	S. R. DAVIS,
N. F. HAMILTON,	H. C. AYER,
J. C. BAKER,	M. M. ROUNDS,
S. E. DUNBAR,	LEWIS S. HEBB,
L. BAKER,	

Received on file June 20, 1892.

Inasmuch as the Board was soon to be at Richford, upon railroad inspection duty, when the foregoing petition was received, a hearing was immediately appointed for the time when the Board would be there, and afterwards the following report was issued :

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, Sept 15, 1892.

In the Matter of the Petition of M. J. Maloney and others, Citizens of Richford Village, requesting that Gates or a Flagman be stationed at the Highway Grade Crossing on the Canadian Pacific Railway in said Village.

The petition represents that the highway grade crossing over the Canadian Pacific Railway in said village is a very dangerous one ; that a large number of teams and foot travelers are obliged to go over the same daily and at all hours ; and that the public safety and convenience require some reasonable protection ; and requests an investigation and order for the placing of gates or a flagman thereat and for general relief.

A hearing was had on said petition, on due notice to the railroad company and the complainants, at Richford, July 8, 1892.

The complainants were present with H. E. Rustedt, W. B. Locklin and Alfred K. Brown, attorneys ; and the corporation appeared by its Superintendent, J. W. Leonard, Assistant Superintendent, F. P. Brady, and Solicitor, F. E. Alfred, Esq.

The premises and surroundings were examined by the Board, accompanied by the parties, and testimony was heard at length.

An examination of the premises and measurements disclosed the situation to be substantially as follows :

The highway leading from the village over this crossing, to Abercorn and Sutton Flats in Canada, runs northerly and crosses the Canadian Pacific Railway track diagonally, about 186 feet westerly of the depot.

Approaching the crossing from the village side, the view of trains approaching the station is considerably open for a long distance to the east, and for very nearly the last 100 feet before reaching it, the view is clear for observing a train approaching from the east for a distance of nearly 186 feet, and from the west for a greater distance, in case the side tracks are not covered by cars.

Approaching it on the highway from the north, a west bound train comes into plain view, under like conditions, 300 feet from the crossing, and an east bound train may be readily seen 600 or 700 feet from it. All passenger trains stop at this station. There are two tracks crossing the highway at this point, the main line and a side track north of it.

Several switches lead to other side tracks at different points west of the crossing, one of which is only about forty feet from it.

The shifting of cars in this yard necessitates the passing of the shifter, with or without cars, over this crossing with great frequency, and this, together with the cars standing upon the sidings, at times on both sides of the crossing, presents the principal obstacle to a fair view of trains passing either way at speed, and renders the crossing especially blind and unsafe, which otherwise would not be deemed a particularly dangerous crossing.

The Board upon inspection of the premises, found at once that a separation of grades was not practicable. In determining whether the full request of the complainants should be granted, there is presented to the Board a variety of considerations to be carefully weighed. The maximum degree of safety to the public travel upon the highway crossing and upon the trains, which is reasonably practicable in view of all the conditions to be considered, is the point to be attained.

The elements of danger are the number of tracks and the speed at which trains are run over the crossing ; the frequency of passing trains

or shifters; the amount and character of the highway travel over the crossing; the condition of the approaches to the crossing by teams and foot travel; the view of the railway line in all directions for the approaching highway traveler; the present and probable future expense of the remedy, whether partial or complete, and the financial ability of the company to bear the burden of the change.

All the testimony being considered, the unusually dangerous character of this crossing is fairly made out. The amount of highway travel over it is large for a country crossing. The approach is indirect from either side, the angle of contact of the highway with the railroad being uncommonly sharp, about 50 degrees. But the most perilous feature is the danger from the concealment of passing trains or shifting cars by reason of other cars in motion or at rest on the numerous sidings near the crossing. This crossing is in the body of the station yard. Trains are made up here and others have frequently to be set out. Business necessitates this and nobody wishes it to be otherwise.

In what way can the greatest measure of safety to the public travel be considered consistently with the greatest attainable fairness to all concerned?

The cost of a flagman per annum is from \$500 to \$600. If required by night as well as by day, the cost will be \$1,000.

The plant cost of gates would be about \$2,300, besides the needed repairs and renewals, in addition to the flagman's expense, as a gateman would take the place of a flagman if gates were ordered.

A company with good credit can hire money at 5 per cent.

A flagman for day duty only would represent to the company a burden of at least \$10,000; for both day and night duty, at least \$20,000; and gates and a gateman a considerably larger sum.

Upon consideration of all the testimony and examination of this grade crossing and its surroundings, and the possibilities of largely relieving it of its unusually dangerous character, it does not appear clear to the Board that either gates or a flagman should be ordered at this crossing at this time.

The Board makes the following order under said petition:

I. That the Canadian Pacific Railway Company cause to be placed a suitable post 100 feet westerly of the west end of the planking of this crossing upon or by its main line. And another post 50 feet easterly of the east end of said planking, and see to it that no cars or engines are permitted to be left standing upon either said main line or sidings in

the space between said posts, except passenger trains temporarily stopping at said Richford station.

II. That said company cause the electric light pole, the two telegraph poles, crossing sign post and the semaphore wire post (five posts in all) now standing near the westerly end of the platform, to be removed from their present locality,

III. That the said company cause to be removed the telegraph pole now standing in the sidewalk at the south-westerly corner of said crossing.

IV. That said company cause to be removed the electric light pole and crossing sign post now standing at the sidewalk at the north-westerly corner of the crossing.

V. The Board further orders and directs that said company do see to it that no passenger train be permitted to pass over said crossing at a rate of speed exceeding ten miles per hour, and no freight train at a speed exceeding six miles per hour.

The changes here indicated are to be made and completed by October 1st, 1892, subject to such delays only as the law may impose.

The changes above ordered, and a careful regard of the law for the sounding of the locomotive whistle and the ringing of the bell on the part of the employes, will largely relieve this crossing of its chief elements of danger to the highway traveler and his property.

By the Board,

ALFRED E. WATSON, *Clerk.*

Soon after the report was issued the following circular letter of instructions was promulgated by the railway company :

CANADIAN PACIFIC RAILWAY COMPANY.

ONTARIO AND QUEBEC DIVISION.

LINES EAST OF MONTREAL.

ASSISTANT SUPERINTENDENT'S OFFICE,

FARNHAM, Oct. 7, 1892.

Circular No. 153.

To Conductors, Engineers and Yardmen :

HIGHWAY CROSSING RICHFORD PASSENGER STATION.

There has been a post painted red placed one hundred (100) feet west of, and a similar post placed fifty (50) feet east of said crossing.

No car or engine will be permitted to be left standing upon either main line or sidings in the space between said posts except passenger trains temporarily stopping at Richford station.

No passenger train will be allowed to pass over said crossing at a rate of speed exceeding ten (10) miles per hour and no freight train or light engine at a rate of speed exceeding six (6) miles per hour.

The company's rules with reference to sounding of whistle and ringing of bell at highway crossings must be strictly complied with.

Any employe failing to obey the above instructions will be severely dealt with.

F. P. BRADY, *Asst. Supt.*

And a few days later this letter was received :—

CANADIAN PACIFIC RAILWAY COMPANY.

ONTARIO AND QUEBEC DIVISION.

SUPERINTENDENT'S OFFICE,

MONTREAL, C., Oct. 13, 1892.

A. E. WATSON, ESQ., *Clerk of the Board of Railroad Commissioners, Hartford, Vt.*

Dear Sir:—I have your letter of September 19th, enclosing copy of report of Board of Railway Commissioners in the matter of level crossing in the village of Richford; in reply, I beg to say that clause No. 1 has been complied with by this company and special instructions have been issued to trainmen and others.

Clause No. 2 has been complied with so far as it is in the power of this company; all the poles with the exception of the one carrying the electric light have been removed, and as this pole is the property of the Richford Electric Light Company and is located on the highway we have no authority either to move it or cause it to be moved. This is a matter which would rest entirely with the village authorities.

Clause 3. The telegraph pole referred to is the property of the Western Union Telegraph Company and stands in the highway, over which we have no jurisdiction and up to the present time the village authorities have allowed the pole to remain there. If it is to be removed it will have to be done on an order from the Trustees to the Western Union Telegraph Company. I presume the Board have authority to do this.

Clause No. 4. The electric light pole referred to belongs to the Elec-

tric Light Company and is not on our property, consequently we have no authority to compel them to move it.

In the matter of the crossing signs, as you are aware, the law requires us to keep these signs wherever we have level crossings and so far as I am able to judge the position of this post as it now stands is in the least dangerous spot we could possibly put it.

Yours truly,

J. W. LEONARD, *Supt.*

COMPLAINT AND PETITION OF MARY AND NELSON E. SMITH.

SUBJECT : ALLEGED FILLING OF CATTLE PASS.

TO THE HON. S. E. PINGREE, AMORY DAVISON AND LEON G. BAGLEY,
Railroad Commissioners.

Your petitioner represents and shows to you that she is the owner of a farm near the village of East Richford, Franklin County, Vermont, through which the Canadian Pacific Railroad Company run and operate a railroad ;

That said road passes through said farm at a very high grade and especially so opposite your petitioner's house and barn ;

That all of the pasture land of said farm is situated across and on the upper side of the railroad, from your petitioner's house and barn ;

That upon said farm there has been an under crossing and passage from said buildings to the pasture for cattle for more than twenty years, until recently when said railroad company has by its agents and servants wantonly and maliciously filled up, destroyed and discontinued said way, to the great damage and annoyance of your petitioner, and that your petitioner is now without a reasonable or convenient way of driving his cattle to and from the barn and pasture.

Wherefore, your petitioner prays that you take such action in the matter as now provided by law for the relief or otherwise of your petitioner.

Dated this 27th day of June, A. D. 1892.

MARY SMITH.

N. E. SMITH.

The foregoing complaint and petition having been received but a few days before the day appointed for a hearing upon the

complaint and petition of citizens of Richford, a hearing herein was appointed for the same day and had, and thereafter the following report was issued in the premises :

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, Sept. 3, 1892.

In the Matter of the Complaint and Petition of Mrs. Mary Smith and Nelson E. Smith, her Husband, against the Canadian Pacific Railway Company.

SUBJECT :—ALLEGED FILLING OF CATTLE PASS.

HEARING AT RICHFORD, JULY 8, 1892, BEFORE THE FULL BOARD.

The petitioners were present with their attorneys, Messrs. Rustedt and Locklin. The Canadian Pacific Railway Company appeared by James W. Leonard, Superintendent; Frank P. Brady, Assistant Superintendent, and Frank E. Alfred, Solicitor.

The facts, as presented to the Board, were undisputed to the extent following, viz :—

That when the Newport and Richford Railroad was located over the land, through these premises, no obligation on the part of the said railroad company for making or keeping a cattle pass, at the point specified in the complaint or elsewhere on these premises, was reserved to the fee holder of the land ; but, in the construction of the railroad, an opening was made or left for a water-way through the roadbed ;

That E. Henry Powell was the owner in fee of the land covered by the location and survey of the railroad through these premises, in 1886, and that he in that year sold and conveyed the same to the Newport and Richford Railroad Company by a warranty deed, without making any reservation of a cattle pass or otherwise at this point.

It also appeared that this subway has been used for a cattle pass some of the time for the last six years or more. It was filled up by the railway company last year, however, while constructing a new side track to a gravel pit in the vicinity.

A part of the complainants' land lying on the side of the railway opposite to their farm buildings is now grass land. It was all formerly used as pasture land, and their live stock had access to it then through this under-pass, being distant from their barn-yard about fifteen rods.

Since this subway was filled up by the railway company, as above stated, their live stock has to be driven around by the highway and across the railway track about twenty-five or thirty rods, to reach their grass field which was formerly a part of their pasture, as above stated, adjoining the highway. The reason that a part of this pasture was converted into grass land was because its convenience for pasture purposes ceased when the said subway was closed. It has been pastured since only after haying each year.

The said Canadian Pacific Railway Company claims that the Board of Railroad Commissioners has not jurisdiction of this case, and, saving all its rights under its objection, insists that the case presented does not warrant an order or recommendation in the premises against the railway company.

The Board, upon consideration of all the testimony presented and its examination of the premises, deems the question, as presented, as one involving an issue of fact, proper only for the cognizance of a Court where the issue of legal right may be settled by a jury, rather than by a Commission.

And the complaint and petition is, therefore, dismissed without prejudice to the complainants.

By the Board,

ALFRED E. WATSON, *Clerk.*

DECISIONS.

APPROVAL OF USE OF HALL ELECTRIC SIGNAL AT LAKE STREET GRADE CROSSING IN ST. ALBANS.

In the Matter of the Application of the Central Vermont Railroad Company for the Approval by the Board of Railroad Commissioners of the Use by said Railroad Company of the Hall Electric Signal and Highway Crossing Sign, at the Lake Street Highway Grade Crossing in the Railroad Yard at St. Albans.

HARTFORD, January 26th, 1891.

The Board of Railroad Commissioners has examined the electric signal and crossing sign just established by the Central Vermont Railroad Company at the grade crossing south of the passenger depot in St. Albans village, and approves of the same at said crossing ; and recommends that this said device be used at this crossing only until the test of its practical operation establishes its efficiency for the general purposes of protection to the public travel at this point.

And the Board would further recommend that warning boards with larger letters of notice to travelers be placed at the approaches to said crossing, and lettered substantially as follows :—

“ Danger while the electric bell rings and the red signal is in sight in the standard.”

And for the time being, or until otherwise ordered, the consent of the Board is hereby granted to the substitution of the sign, which is a part of the danger signal hereby approved temporarily, for the standard sign heretofore approved December 1st, 1888.

By the Board,

ALFRED E. WATSON,

Clerk.

ABOLISHMENT OF HIGHWAY GRADE CROSSING IN DANVILLE.

ACTION TAKEN AT PRIMARY INSTANCE OF THE BOARD.

The following report gives a statement of the action of the Board in this case :

IN BOARD OF RAILROAD COMMISSIONERS.

WHITE RIVER JUNCTION, Sept. 28, 1892.

In the Matter of the Proposed Change in the Highway Grade Crossing on the line of the St. Johnsbury and Lake Champlain Railroad, about two miles West of Danville.

This case was taken up at the primary instance of the Board, and a public hearing, upon notice duly given to the railroad company, the selectmen of the town of Danville and the owner of the land adjoining said crossing, was had at Danville, November 3rd, 1891.

There were present at the hearing Commissioners Pingree and Bagley; E. H. Blossom, Assistant Superintendent, representing the St. Johnsbury and Lake Champlain Railroad Company; Dana D. Hall, Hiram A. Kelsey and F. A. Cram,—the Board of Selectmen, representing the town of Danville; and Jason Cole, the owner of the land adjoining said crossing, who appeared for himself with his attorney, J. P. Lamson, Esq.

Testimony was taken and the premises were again examined by said Commissioners and said parties.

From the inspection made and the testimony taken, the following facts appear and are found by the Board, to wit:—

Upon the main highway from Danville to Montpelier, at a point about two miles west of Danville village, and upon the premises of Jason Cole, Esq., in the town of Danville, there is a curve of about four degrees in the track of the St. Johnsbury and Lake Champlain Railroad, and said highway crosses said railroad track at grade; and, going between the buildings of said Cole, the said highway re-crosses the railroad track at grade at a point about forty-two rods westerly of said first crossing.

Both of said crossings are dangerous, upon being approached from either way upon the highway, although the easterly one is not considered extremely so.

The highway crosses the tracks diagonally, and at the easterly one upon a sharp angle. This highway is one of large travel, and the railroad is one of considerable and growing traffic, requiring six regular, scheduled passenger and freight trains daily, besides wild trains as occasion requires.

From the conformation of the ground between the said crossings, the westerly and extremely dangerous one can be abolished and closed as a highway grade crossing for all public travel, with the utmost facil-

ity and with small expense, and, at the same time, by so doing the easterly crossing can be abolished and closed to all public travel, save what there may be to and from the hill road north of it, upon which only three or four families reside; and excepting, also, the use of the same by Mr. Cole,—whose buildings stand just north of the railroad track and a part of whose farm lies south of the same, but for reaching which there is already provided either a pent road or a farm crossing,—who improves it for more convenient access to this part of his farm lying southward and adjoining the railroad.

It is further found from the testimony, that the cost of building the link of new road on the southerly side of the railroad so as to do away with and close said westerly grade crossing, and so as almost wholly to divert the public travel from the easterly crossing would be too insignificant to admit of delay in causing the same to be changed, it appearing from the examination and testimony that it would be but the work of a day, with a properly manned road machine, unless, possibly, small additional expense might be incurred by reason of a boulder or two in the line. There would also be the additional consideration of land damages to Mr. Cole by reason of the laying out of the new strip of highway on land owned by him.

The Board also finds that the town of Danville is prosperous and free from burdensome debt.

This new link of road can be placed on the south side of the railroad survey and location so that the traveled part of the same need not be nearer at any point than from four to five rods from the center of the railroad track.

In the judgment of the Board, the diversion of the large amount of highway travel on this thoroughfare so as to obviate one very dangerous grade crossing, and the turning of the same largely from a less dangerous grade crossing, also, in the interest of safety to public travel on the highway and railroad, when the same can be done so practically and inexpensively, becomes its plain duty under Act No. 21 of the Laws of 1888, relating to railroad crossings.

The Board, therefore, orders, as follows: That the said highway in front of Jason Cole's buildings in Danville, be changed from the northerly to the southerly side of the railroad so that this new portion of road shall be as follows:

Beginning at a point 107 feet westerly of a point in the southerly rail in the present westerly crossing, aforesaid, said point being in the center of the traveled path of the present highway, thence running

easterly along and 57.75 feet from the southerly line of the location and survey of said railroad to a post in the center of the present highway, 217 feet easterly of the easterly crossing, aforesaid; said line to be the center line of said new highway, and said new highway to be three rods in width.

And the Board further adjudges and orders: That the said town of Danville do take such measures as may be necessary for obtaining the right under the statute law to locate and build said new highway as aforesaid, and that the town proceed to lay out and construct the same and cause it to be opened for public travel in substantial accordance with the foregoing description, and to the satisfaction and acceptance of the Board of Railroad Commissioners.

And it is further ordered: That the said proceedings be taken and had upon the part of and at the expense, in the first instance, of said town of Danville, and that said new highway be built, completed and opened for the public travel, by said town, on or before November 1st, A. D. 1893, necessary delays incident to litigation with land owners only excepted.

It is further ordered: That, upon the completion of said new highway, as aforesaid, the westerly highway grade crossing be discontinued as a public highway, and closed to the public travel.

And it is apportioned and ordered: That, thereupon, the said St. Johnsbury and Lake Champlain Railroad Company do pay to the treasurer of said town of Danville, as its just proportion of the cost and expense of the land damages and the building of said new highway the sum of one hundred and twenty dollars, (\$120.00), and that the said town of Danville do bear the remaining cost and expense of the same as its just proportion thereof.

By the Board,

ALFRED E. WATSON, *Clerk.*

EXPENSE AND DISBURSEMENT ACCOUNT.

The several members of the Board have rendered their respective accounts to the State Auditor of Accounts, embodying in detail all of their expenses and disbursements, and the same are filed in his office and are subject to the inspection of all citizens.

The printing of these several itemized statements of account, as rendered by the various accounting members of the Board for the eight quarters of the Board's two accounting fiscal years,—from June 1, 1890, to June 1, 1892, would enlarge this report, which is already bulky, to the extent of about thirty additional pages with a corresponding additional expense to the State.

The Board does not deem that the spirit and purpose of Act No. 80 of the Laws of 1890, entitled "An act regarding State officers' reports," contemplates this cumbrousness and expense, and, therefore, it submits the following statement of its expenses and disbursements, referring to the files of the State Auditor's office for the full itemized accounts in detail of its several members :

STATEMENT OF EXPENSES AND DISBURSEMENTS,

JUNE 1, 1890, TO JUNE 1, 1892.

Samuel E. Pingree, Commissioner,	
Services, 2 years, June 1, 1890, to June 1, 1892,	\$1,440 00
Expenses, do do do do do	210 97
Ebenezer J. Ormsbee, Commissioner,	
Services, 6 mos., June 1, 1890, to Dec. 1, 1890,	480 00
Expenses, do do do do do	94 30
Truman C. Fletcher, Commissioner,	
Services, 6 mos., June 1, 1890, to Dec. 1, 1890.	548 00
Expenses, do do do do do	103 25
Amory Davison, Commissioner,	
Services, 18 mos., Dec. 1, 1890, to June 1, 1892,	760 00
Expenses, do do do do do	163 95
Leon G. Bagley, Commissioner,	
Services, 18 mos., Dec. 1, 1890, to June 1, 1892,	780 00
Expenses, do do do do do	125 80
Alfred E. Watson, Clerk,	
Services, 2 years, June 1, 1890, to June 1, 1892,	1,632 50
Expenses, do do do do do	284 00
Printing and binding,—including Biennial Report,	
and Railroad Map.....	1,524 95
Stationery, periodicals and advertising.....	153 93
Transportation.....	151 55
Express and postage.....	148 55
Telegraph and telephone.....	51 39
Officers' and witness fees.....	96 59
Stenographer, typewriting, etc.....	80 00
Experts and civil engineering.....	59 50
Incidentals.....	2 50
Total.....	\$8,891 73

PART V.

ANNUAL RETURNS
OF
RAILROAD COMPANIES.

ANNUAL REPORT
OF THE
ATLANTIC & ST. LAWRENCE RAILROAD
UNDER LEASE TO THE
GRAND TRUNK RAILWAY COMPANY
OF CANADA,
FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report: Atlantic & St. Lawrence Railroad Co.

Date of organization: September 25, 1845.

Chartered by the State of Maine, Feb. 10, 1845.

“ “ “ New Hampshire, June 30, 1847.

“ “ “ Vermont, Oct. 27, 1848.

Not a consolidated company.

Not a reorganized company.

Operated by the Grand Trunk Railway Company of Canada.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Sir Joseph Hickson...	Montreal, Canada....	First Tuesday in August, 1891, or until successors are elected.
Philip H. Brown....	Portland, Maine.....	
Sir Alexander T. Galt...	Montreal, Canada....	
Harrison J. Libby.....	Portland, Maine.....	
Franklin R. Barrett ..	“ “	
Francis K. Swan.....	“ “	
George P. Wescott. ..	“ “	
William L. Putnam ..	“ “	
W. W. Duffett.....	“ “	

Total number of stockholders at date: 1420.

Date of last meeting of stockholders for election of directors: August 6, 1889.

Post-office address of general office: Portland, Maine.

Post-office address of operating office: Montreal, Canada.

OFFICERS.

President—Sir Joseph Hickson, Montreal, Canada.

Vice-President—Philip H. Brown, Portland, Maine.

Secretary—F. R. Barrett, Portland, Maine.

Treasurer—W. W. Duffett, Portland, Maine.

General Solicitor—A. A. Strout, Portland, Maine.

Operated by lessees.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for each Road named.	Total Mileage operated.
	From	To		
Atlantic & St. Lawrence Railroad.	Portland, Maine,	Island Pond, Vermont. Extension to Boundary Line.	149.64 15.58	165.22

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By what Company Operated.	Under what Kind of Contract Operated.	Miles of Line.
	From	To			
Atlantic & St. Lawrence Railroad.....	Portland, Maine.	Island Pond, Vermont. Extension to Boundary Line.	The Grand Trunk Railway Company of Canada.	Leased for 999 years from Aug. 5, 1853.	149.64
Total.					15.58
					165.22

The Atlantic & St. Lawrence Railroad was leased to the Grand Trunk Railway Company of Canada, for 999 years, from August 5, 1853, the lessees assuming all obligations and guaranteeing six per cent interest per annum on the capital stock. The authority being granted for the lease, by an act of the Legislature of Maine, approved March 29, 1853, and by an act of the Legislature of New Hampshire of July 12, 1857.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock U. S. Cy., common Sterling.....	54,840	\$100 £100	\$5,484,000 00	\$5,484,000 00	6%	\$329,040 00

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.
	Date of Issue.	When Due.		
Company's First Mortgage Bond.....	Oct. 1, 1864	5-20	\$1,500,000 00	\$1,499,916 00
Company's Second Mortgage Bond.....	May 1, 1871	5-20	713,000 00	712,932 00
Company's Third Mortgage Bond.....	July 1, 1889	20	787,000 00	786,984 00
Balance on exchange of bds.				168 00
Total.....			\$3,000,000 00	\$3,000,000 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.
Bonds.....	\$3,000,000 00	All.

RECAPITULATION.

Account.	Total Amount Outstanding.
Capital Stock.....	\$5,484,000 00
Bonds.....	3,000,000 00
Total.....	\$8,484,000 00

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$1,141,618 91
Less Operating Expenses.....	877,392 07
Income from Operation.....	\$264,226 84
Deductions from Income:	
Interest on Funded Debt Accrued and Capital Stock, (Paid by Lessees.).....	\$535,320 00
Taxes.....	20,568 51
Total Deductions from Income.....	555 888 51
Deficit (Paid by Lessees.).....	\$291,661 67
The Lessees receive all income and pay all expenses.	

EARNINGS FROM OPERATION.

Total Passenger Revenue.....	\$ 297,622 43
Mail.....	22,364 22
Express.....	22,125 29
Total Passenger Earnings.....	342,111 94
Total Freight Revenue.....	797,345 91
Total Freight Earnings.....	797,345 91
Total Passenger and Freight Earnings.....	1,139,457 85
Other Earnings from Operation:	
Rentals not otherwise provided for.....	2,161 06
Total other Earnings.....	2,161 06
Total Gross Earnings from Operation—Entire Line	\$1,141,618 91

OPERATING EXPENSES.

Maintenance of Way and Structures.....	\$192,047 04
Maintenance of Equipment.....	162,901 10
Conducting Transportation.....	479,991 19
General Expenses.....	42,452 74

Recapitulation of Expenses :

Maintenance of Way and Structures.....	\$192,047 04
Maintenance of Equipment.....	162,901 10
Conducting Transportation.....	479,991 19
General Expenses.....	42,452 74
Grand Total.....	\$877,392 07
Percentage of Operating Expenses to Earnings-Entire Line	76.86%

COMPARATIVE GENERAL BALANCE SHEET.

	June 30, 1891.
Liabilities.	Total.
Capital Stock.....	\$5,484,000 00
Funded Debt.....	3,000,000 00
Grand Total.....	\$8,484,000 00

CONTRACTS, AGREEMENTS, ETC., MADE BY LESSEES.

Canadian Express Co., pay 50 per cent of gross receipts.

Merchants Express Co. (between Portland and Lewiston), pay \$100 per month.

New England Despatch Co. (between Portland and Lewiston), pay \$100 per month.

The United States Government pay for carrying mails between Portland and Canada Line, \$22,289.20 per annum.

Pullman Company, the contract requires the cars to be maintained by the Railway Co.

Contract with the "Great Northwestern Telegraph Co.," who maintain the line, collect receipts from any public business done. The Railway pays the operators.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From	To	Miles.	
Mortgage	Portland, Maine,	Island Pond, Vt.	149.58	\$20,066 00

What Equipment Mortgaged? All.

SALARIES.

Operated by the Lessees and all salaries paid by them.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	365,553			
Number of passengers carried one mile.....	11,500,086			
Average distance carried....	31.46			
Total passenger revenue...		\$ 297,622	43	
Average amount received from each passenger.....			81	4.2
Average receipts per passenger per mile.....			02	5.9
Estimated cost of carrying each passenger one mile..			02	6.8
Total passenger earnings....		344,273		
Passenger earnings per mile of road.....		2,053		
Passenger earnings per train-mile.....			25	9.0
Freight Traffic:				
Number of tons carried of freight earning revenue..	897,999			
Number of tons carried 1 mile	100,797,188			
Average distance haul of 1 ton	112.25			
Total freight revenue.....		797,345	91	
Average amount received for each ton of freight.....			89	7.9
Average receipts per ton per mile.....			00	7.9
Estimated cost of carrying one ton one mile.....			00	5.6
Total freight earnings.....		797,345		
Freight earnings per train-mile.....			60	3.7
Passenger and Freight:				
Passenger & freight revenue		1,094,968	34	
Passenger & freight earnings		1,141,618	91	
Gross earnings from operation.....		1,141,618	91	
Expenses.....		877,392	07	
Train Mileage:				
Miles run by passenger trains	334,528			
Miles run by freight trains..	512,490			
Miles run by mixed trains..	139,496			
Miles run by construction and other trains.....	334,166			
Grand total train mileage...	1,320,680			

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Average number of freight cars in train.....	20			
Average number of loaded cars in train.....	20			
Average number of tons of freight in train.....	240			
Average number of tons of freight in each loaded car.....	12			
Equipment furnished by the lessees.....				

MILEAGE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.
	Main Line.
Miles of single track.....	149.58
Extension to Boundary Line.....	17.00
Total Mileage Operated (all tracks).....	166.68

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

In the State of Maine.....	82.60
“ “ New Hampshire.....	52.06
“ “ Vermont.....	14.98
Extension to Boundary Line.....	15.58
Total Mileage owned (single track).....	165.22
Rails all steel.	

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYES.
	Switchmen, Flagmen and Watchmen. Killed.
Coupling and Uncoupling.....	1
Total.....	1

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.				
From	To	Miles.	Aggregate Length of Curved Line.	Length of Straight Line.	ASCENDING GRADES.		DESCENDING GRADES.		
					Sum of Ascents.	Aggregate Length of Ascend'g Grades.	Sum of Descents.	Aggregate Length of Descend'g Grades.	
Portland, Me.,	Island Pond, Vermont.	149.58	Miles. 60.02	Miles. 85.96	Miles. 37.96	Feet. 765	Miles. 33.37	Feet. 1938	Miles. 78.25

CHARACTERISTICS OF ROAD.—CONTINUED.

<i>Bridges:</i>	
Number Iron	7
Aggregate Length over all	626 feet
<i>Overhead Highway Crossings:</i>	
Bridges	1
Height of lowest above surface of rail	15 feet, 6 inches.
<i>Gauge of Track</i>	4 feet, 8½ inches.
<i>Length of Road</i>	165.22 miles.

STATE OF MAINE, }
 County of Cumberland. } ss.

We, the undersigned, F. R. Barrett, Secretary and Clerk, and W. W. Duffett, Treasurer of the Atlantic & St. Lawrence Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company, and statements received from lessees; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, so far as we know, the statements being made by the lessees, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

F. R. BARRETT, *Secretary and Clerk.*
 W. W. DUFFETT, *Treasurer.*

Subscribed and sworn to before
 me this 28th day of September,
 1891.

SIDNEY B. STEWART,
Justice of the Peace.

ANNUAL REPORT
OF THE
BARRE RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report: Barre Railroad Company.

Date of organization: April 9, 1888.

Organized under the Laws of the State of Vermont.

Not a consolidated company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
A. D. Morse.....	Barre, Vt.....	May 26, 1892.
W. A. Stowell.....	Montpelier, Vt.....	" "
E. L. Smith.....	Barre, Vt.....	" "
John Trow.....	" "	" "
F. W. Stanyan.....	" "	" "

Total number of stockholders at date of last election: 106.

Date of last meeting of stockholders for election of directors: May 28, 1891.

Post-office address of general office: Barre, Vt.

Post-office address of operating office: Barre, Vt.

OFFICERS.

President—A. D. Morse, Barre, Vt.

Vice-President—W. A. Stowell, Montpelier, Vt.

Secretary and Treasurer—F. W. Stanyan, Barre, Vt.

Attorney or General Counsel—S. C. Shurtleff, Montpelier, Vt.

General Manager—F. W. Stanyan, Barre, Vt.

General Superintendent—F. W. Stanyan, Barre, Vt.

General Ticket Agent—F. W. Stanyan, Barre, Vt.

PROPERTY OPERATED.

Barre Railroad Company, from Barre to Quarries in Barre and Williamstown, 9.26 miles.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding
Capital Stock: Common	800	\$100 00	\$80,000 00	\$74,833 10

Manner of Payment for Capital Stock.	Number of Shares Issued During Year.	Cash Realized on Amount Issued During Year.	Total Number of Shares.	Total Cash Realized.
Issued for cash: Common	10	\$550 00	743	\$74,833 10

Dividends declared during year: None.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Cash.....	\$ 1,909 16	Loans and Bills Payable	\$142,351 08
Due from Agents.....	72 70	Audited Vouchers and	
Net Traffic Balance Due from other Companies.....	1,818 36	Accounts.....	45,590 36
Due from Solvent Companies and Individuals.....	2,082 70	Wages and Salaries.....	1,470 50
Other Cash Assets, (excluding "Materials and Supplies")*.....	85 80	Miscellaneous.....	1,423 51
Balance—Current Liabilities.....	184,866 73		
Total.....	\$190,835 45	Total.....	\$190,835 45

*Materials and Supplies on hand, \$1,421.06.

RECAPITULATION.

Account.	Total Amount Outstand- ing.	Apportion- ment to Railroad.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock	\$74,833 10	\$74,833 10	9.26	\$8,081 33

RECAPITULATION.—Continued.

For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

Name of Road.	Capital Stock.	Current Liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Barre R. R. Co.	\$74,833 10	\$190,835 45	\$265,668 55	9.26	\$28,689 91

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year Charged to Construction or Equipment.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost Per Mile.
Construction:				
Right of Way.....	\$ 3,600 50	\$24,695 63	\$28,296 13	\$ 3,055 74
Other Real Estate..		12,750 17	12,750 17	1,376 91
Fences.....	40 43	559 12	599 55	64 74
Grading and Bridge and Culvert Ma- sonry.....	2,088 25	63,639 10	65,727 35	7,097 98
Bridges and Trestles	584 08	4,482 03	5,066 11	547 10
Rails.....	5,150 54	42,301 96	47,452 50	5,124 46
Ties.....	356 39	14,356 25	14,712 64	1,588 85
Other Superstruct- ure.....	229 12	5,351 19	5,580 31	602 63
Buildings, Furniture and Fixtures.....	39 42	4,259 69	4,299 11	464 27
Shop Machinery and Tools.....		372 09	372 09	40 18
Engineering Ex- penses.....		4,658 85	4,658 85	503 11
Interest During Con- struction.....		1,564 07	1,564 07	168 90
Terminal Facilities and Elevators.....	506 40	16,425 43	16,931 83	1,828 49
Other Items.....	525 00	2,613 14	3,138 14	338 89
Total Construction..	\$13,120 13	\$198,028 72	\$211,148 85	\$22,802 25
Equipment:				
Locomotives.....	\$ 7,285 80	\$14,381 20	\$21,667 00	\$2,339 85
Passenger Cars.....		4,305 25	4,305 25	464 93
Baggage, Express, and Postal Cars..		862 75	862 75	93 17
Freight Cars.....		20,673 56	20,673 56	2,232 56
Other Cars of all Classes.....		1,318 53	1,318 53	142 39
Total Equipment....	\$7,285 80	\$41,541 29	\$48,827 09	\$5,272 90
Total.....	\$20,405 93	\$239,570 01	\$259,975 94	\$28,075 15

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$36,578 36	
Less Operating Expenses.....	19,305 17	
Income from operation.....		\$17,273 19
Miscellaneous Income—less Expenses.....		714 69
Total Income.....		\$17,987 88
Interest on Interest-bearing Current Liabilities, accrued, not otherwise provided for.....	\$9,082 99	
Taxes.....	904 37	
Total Deductions from Income.....		9,987 36
Net Income.....		\$8,000 52
Total.....		\$ 8,000 52
Surplus on June 30, 1890.....		6,446 82
Surplus on June 30, 1891.....		\$14,447 34

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repay'm'ts, Etc.	Actual Earnings.
Passenger Revenue.....	\$2,582 35		
Total Passenger Revenue.....			\$2,582 35
Total Passenger Earnings.....			\$2,582 35
Freight Revenue.....	\$34,022 14		
Overcharge to Shippers.....		\$26 13	
Total Deductions.....		\$26 13	
Total Freight Revenue.....			\$33,996 01
Total Freight Earnings.....			\$33,996 01
Total Passenger and Freight Earn- ings.....			\$36,578 36
Total Gross Earnings from Opera- tion—Entire Line.....			\$36,578 36

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rent of Tenements.....	\$1,084 26	\$369 57	\$714 69

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....			\$5,351 12
Renewals of Ties.....			140 56
Repairs of Bridges and Culverts.....			61 41
Repairs of Buildings.....			74 43
Other Expenses.....			848 52
Total.....			\$6,476 04
Maintenance of Equipment:			
Repairs and Renewals of Locomotives.....			\$2,135 41
Repairs and Renewals of Passenger Cars.....			7 75
Repairs and Renewals of Freight Cars.....			416 14
Shop, Machinery, Tools, Etc....			15 41
Other Expenses.....			20 90
Total.....			\$2,595 61
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....			\$2,960 37
Fuel for Locomotives.....			2,532 07
Water-supply for Locomotives.....			195 50
All other Supplies for Locomotives.....			164 53
Wages of Trainmen.....			2,358 68
Wages of Switchmen, Flagmen and Watchmen.....			171 41
Car Mileage—Balance.....			15 35
Loss and Damage.....			112 09
Total.....			\$8,510 00

OPERATING EXPENSES.—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses:			
Salaries of Officers.....	\$71 40	\$948 57	\$1,019 97
Salaries of Clerks.....	3 15	41 85	45 00
General Office Expenses and Supplies.....	8 95	118 64	127 59
Insurance.....	61	8 17	8 78
Legal Expenses.....	3 31	44 05	47 36
Stationery and Printing.....	16 35	217 30	233 65
Other General Expenses.....	16 77	222 89	239 66
	10	1 41	1 51
Total.....	\$120 64	\$1,602 88	\$1,723 52
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$453 32	\$6,022 72	\$6,476 04
Maintenance of Equipment.....	181 69	2,413 92	2,595 61
Conducting Transportation.....	595 70	7,914 30	8,510 00
General Expenses.....	120 64	1,602 88	1,723 52
Grand Total.....	\$1,351 35	\$17,953 82	\$19,305 17
Percentage of Expenses to Earn- ings—Entire Line.....			52.78

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890. Total.	Assets.	June 30, 1891. Total.	Year Ending June 30, 1891.	
			Increase.	Decrease.
\$198,028 72	Cost of Road.....	\$211,148 85	\$13,120 13	
41,541 29	Cost of Equipment.....	48,827 09	7,285 80	
12,750 17	Lands Owned.....	12,750 17		
4,841 42	Cash and current Assets	5,968 72	1,127 30	
2,030 92	Materials and Supplies	1,421 06		\$609 86
\$259,192 52	Grand Total.....	\$280,115 89	\$21,533 20	\$609 86

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890. Total.	Liabilities.	June 30, 1891. Total.	Year Ending June 30, 1891 Increase.
\$ 74,283 10	Capital Stock.....	\$ 74,833 10	\$ 550 00
178,462 60	Current Liabilities.....	190,835 45	12,372 85
6,446 52	Profit and Loss.....	14 447 34	8,000 52
\$259,192 52	Grand Total.....	\$280,115 89	\$20,923 37

EMPLOYES AND SALARIES.

Class.	No.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	1	312	\$1,019 97	\$3 27
General Office Clerks.....	1	78	45 00	58
Enginemen.....	3	607	1,421 86	2 34
Firemen.....	3	632	944 26	1 50
Conductors.....	2	466	984 31	2 21
Other Trainmen.....	4	916	1,374 37	1 50
Carpenters.....	1	23	34 50	1 50
Other Shopmen.....	1	280	421 50	1 50
Section Foremen.....	4	1015	1,866 63	1 84
Other Trackmen.....	12	3032	4,544 77	1 50
Switchmen, Flagmen and Watchmen.....	3	580	771 66	1 33
Total.....	35	7941	\$13,428 83	\$1 69
Description of Above:				
General Administration....	2	390	\$1,064 97	\$2 73
Maintenance of Way and Structures.....	16	4047	6,411 40	1 58
Maintenance of Equipment.....	2	303	456 00	1 50
Conducting Transportation..	15	3201	5,496 46	1 72
Total.....	35	7941	\$13,428 83	\$1 69

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	12,912			
Number of passengers carried one mile.....	55,648			
Average distance carried.....	4			
Total passenger revenue.....		2,582	35	
Average amount received from each passenger.....			20	
Average receipts per passenger per mile.....			5	
Total passenger earnings.....		2,582	35	
Passenger earnings per mile of road.....		278	90	
Freight traffic:				
Number of tons carried of freight earning revenue....	91,744			
Number of tons carried one mile.....	366,976			
Average distance haul of one ton.....	4			
Total freight revenue.....		33,996	1	
Average amount received for each ton of freight.....			37	0.56
Average receipts per ton per mile.....			4	0.01
Passenger and Freight:				
Passenger and freight revenue.....		36,578	36	
Passenger and freight revenue per mile of road.....		3,950	15	
Passenger and freight earnings.....		36,578	36	
Passenger and freight earnings per mile of road.....		3,950	15	
Gross earnings from operation.....		36,578	36	
Gross earnings from operation per mile of road.....		3,950	15	
Expenses.....		19,805	17	
Expenses per mile of road.....		2,084	80	

PASSENGER, FREIGHT AND TRAIN MILEAGE.—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Train mileage:				
Miles run by freight trains....	No mileage kept			
Average number of freight cars in train.....	7			
Average number of loaded cars in train.....	3½			
Average number of empty cars in train.....	3½			
Average number of tons of freight in train.....	112			
Average number of tons of freight in each loaded car...	16			

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.
Products of Mines :		
Stone, Sand and other like articles	89,052	89,052
Manufactures :		
Merchandise.....	2,692	2,692
Total Tonnage—Entire Line.....	91,744	91,744

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.	
			Number	Kind.
Locomotives:				
Freight.....	1	3	3	Westinghouse
Total Locomotives.....		3	3	
Cars in Passenger Service:				
Baggage, Express and Postal Cars.....		1		
Other Cars in Passenger Service.....		2		
Total.....		3		
Cars in Freight Service:				
Flat Cars.....		40	20	Westinghouse
Total.....		40	20	
Total cars owned.....		43		

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Total Mileage Operated	Steel Rails.
Miles of single track.....	9.26	9.26	
Miles of yard track and sidings.....	10.74	10.74	
Total Mileage Operated.....	20.00	20.00	20.00

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage, Excluding Trackage Rights.	Steel Rails.
Vermont.....	9.26	9.26	9.26

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal, Tons. Bituminous	Total Fuel Consumed. Tons.	Miles Run.
Freight.....	6,029	6,029	No Mileage
Average cost at distributing point.	\$4.20		

Accidents—One. One employe injured; coupling and uncoupling.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number	Aggregate Length. Feet.	Minimum Length. Feet.	Maximum Length. Feet.
Bridges:				
Wooden.....	2	120	60	60
Trestles.....	3	615	65	400

Gauge of Track.—Four feet, eight and one-half inches. 9.26 miles.

STATE OF VERMONT, }
County of Washington, } ss:

We, the undersigned, A. D. Morse, President, and F. W. Stanyau, Treasurer, of the Barre Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

AZRO D. MORSE, *President.*
F. W. STANYAN, *Treasurer.*

Subscribed and sworn to before me.
this 1st day of August, 1891.

W. A. PERRY, *Notary Public.*

ANNUAL REPORT OF THE BENNINGTON AND RUTLAND RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report: Bennington and Rutland Railway Company.

Date of organization: August, 1877.

Organized under the Laws of the State of Vermont.

Original name of corporation: Bennington and Rutland Railroad Company. Reorganized under the General Statutes of Vermont.

Foreclosure of Mortgage.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
J. G. McCullough.....	North Bennington, Vt.	First Tuesday in July.
F. B. Jennings.....	New York City, N. Y.	
W. Seward Webb.....	Shelburne, Vt.....	
T. L. Park.....	North Bennington, Vt.	
M. S. Colburn.....	Manchester, Vt.....	

Total number of stockholders at date of last election: Seven, (7).

Date of last meeting of stockholders for election of directors: First Tuesday in July.

Post-office address of general office: North Bennington, Vermont.

Post-office address of operating office: Supt., Bennington; G. F. and P. A., also Master Mechanic, Rutland. All other general offices at North Bennington, Vermont.

OFFICERS.

President—J. G. McCullough, North Bennington, Vt.

Vice-President—F. B. Jennings, City of New York, N. Y.

Secretary—G. W. Harman, Bennington, Vt.

Treasurer—S. B. Hall, North Bennington, Vt.

Auditor—W. G. Shaw, North Bennington, Vt.

Superintendent—E. D. Bennett, Bennington, Vt.

General Freight Agent—H. W. Spafford, Rutland, Vt.

General Passenger Agent—H. W. Spafford, Rutland, Vt.

General Ticket Agent—In charge of Auditor.

General Baggage Agent—In charge of General Passenger Agent.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Bennington and Rutland Railway	Bennington, Vt. North Bennington ..	Rutland, Vt. N. Y. State Line	57.06 1.85	58.91

CAPITAL STOCK.

Description.	No. of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Capital Stock : Common	20,000	\$50 00	\$1,000,000 00	\$1,000,000 00	50c. per share 1 per ct.	\$10,000 00
Manner of Payment for Capital Stock.					REMARKS.	
Issued for Construction : Preferred		20,000		\$1,000,000 00	Issued for like amount of stock of former Co.	

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized On amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First Mortgage.	Nov. 1877.	Nov. 1 1897.	\$475,000 00	\$475,000 00	\$475,000 00	\$475,000 00	7 %	May and Nov. 1.	\$33,250 00	\$33,250 00

RECAPITULATION OF FUNDED DEBT.

Account.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Bonds.....	\$475,000 00	\$475,000 00	\$33,250 00	\$33,250 00
Total.....	\$475,000 00	\$475,000 00	\$33,250 00	\$33,250 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF
CURRENT LIABILITIES.

Cash	\$ 6,054 78
Due from Agents	6,652 49
Net Traffic Balances due from other Companies	2,506 17
Due from Solvent Companies and Individuals	2,923 25
*Other Cash Assets	
Balance—Current Liabilities	27,240 80
Total	\$45,377 49

*Excluding "Materials and Supplies."

CURRENT LIABILITIES ACCRUED TO AND INCLUDING
JUNE 30, 1891.

Loans and Bills Payable	\$15,000 00
Audited Vouchers and Accounts	6,451 48
Wages and Salaries	10,191 72
Net Traffic Balances due to other Companies	5,583 96
Matured Interest Coupons Unpaid (including Coupons due July 1)	5,541 67
Miscellaneous—Taxes	2,608 66
Total	\$45,377 49

RECAPITULATION.

Account.	Total Amount Outstanding	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles	Amount.
Capital Stock	\$1,000,000 00	\$1,000,000 00		\$16,975 00
Bonds	475,000 00	475 000 00	58.91	8,063 00
Total	\$1,475,000 00	\$1,475,000 00	58.91	\$25.038 00

COST OF ROAD AND EQUIPMENT.

Item.	Included in Operating Expenses.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost Per Mile.
Total Construction.		\$1,475,000 00	\$1,475,000 00	\$25,038 00
Equipment :				
Locomotives.....	\$16,700 00	48,150 00	64,850 00	
Passenger Cars		24,000 00	24,000 00	
Baggage, Express & Postal Cars		13,650 00	13,650 00	
Combination Cars...		3,000 00	3,000 00	
Freight Cars.....	18,125 00	101,550 00	119,675 00	
Total Equipment.	\$34,825 00	\$190,350 00	\$225,175 00	\$3,823 36
Grand Total Cost Construction and Equipment	\$34,825 00	\$1,665,350 00	\$1,700,175 00	\$28,860 36
Total Cost Construction, Equipment, etc. State of Vermont...	\$34,825 00	\$1,665,350 00	\$1,700,175 00	\$28,860 36

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$228,693 21	
Less Operating Expenses.....	230,490 83	
	Deficit,	\$ 1,797 62
Deductions from Income :		
Interest on Funded Debt, accrued.....	33,250 00	
Taxes.....	8,114 08	
Total Deductions from Income,		\$ 41,364 08
	Deficit,	\$ 43,161 70
Dividends, 1 per cent., Common Stock.....	\$10,000 00	
Total.....		\$ 10,000 00
Deficit from Operations of Year Ending, June 30, 1891.....		\$ 53,161 70
Surplus on June 30, 1890,.....		30,862 81
Deficit on June 30, 1891,		\$ 22,298 89

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings
Passenger Revenue.....	\$102,418 44	
Total Passenger Revenue.....		\$102,418 44
Mail.....	9,219 72	
Express.....	4,800 00	
Other Items.....		14,019 72
Total Passenger Earnings.....		\$116,438 16
Freight Revenue.....	111,274 07	
Total Freight Revenue.....		\$111,274 07
Total Freight Earnings.....		\$111,274 07
Total Passenger and Freight Earnings.....		\$227,712 23
Other Sources.....		980 98
Total Other Earnings.....		\$980 98
Total Gross Earnings from Operation—Vermont.....		\$228,693 21
Total Gross Earnings from Operation—Entire Line.....		\$228,693 21

OPERATING EXPENSES.

Maintenance of Way and Structures :	
Repairs of Roadway.....	\$41,121 98
Renewals of Ties.....	15,690 13
Repairs of Bridges and Culverts.....	7,073 31
Repairs of Fences, Road-crossings, Signs and Cattle Guards.....	3,007 13
Repairs of Buildings.....	4,888 68
Total.....	\$71,781 23
Maintenance of Equipment :	
Repairs and Renewals of Locomotives.....	\$27,541 99
Repairs and Renewals of Passenger Cars.....	8,382 76
Repairs and Renewals of Freight Cars.....	28,225 20
Shop Machinery, Tools, etc.....	1,055 35
Other Expenses.....	2,040 00
Total.....	\$67,245 30

Conducting Transportation :

Wages of Enginemen, Firemen and Round-housemen...	\$14,246 00
Fuel for Locomotives.....	32,885 49
Wages of other Trainmen.....	15,087 11
Wages of Switchmen, Flagmen and Watchmen.....	1,666 11
Expense of Telegraph, including Train Dispatchers and Operators.....	771 21
Wages of Station Agents, Clerks and Laborers.....	8,695 54
Station Supplies.....	1,013 28
Switching Charges—Balance.....	1,800 00
Car Mileage—Balance.....	2,356 93
Loss and Damage.....	1,328 78
Injuries to Persons.....	150 00
Other Expenses.....	1,935 00
Total.....	\$81,935 45

General Expenses :

Salaries of Officers.....	\$4,320 00
Salaries of Clerks.....	1,005 50
Advertising.....	219 86
Insurance.....	921 50
Stationery and Printing.....	1,450 27
Other General Expenses.....	1,611 72
Total.....	\$9,528 85

Recapitulation of Expenses :

Maintenance of Way and Structures.....	\$71,781 23
Maintenance of Equipment.....	67,245 30
Conducting Transportation.....	81,935 45
General Expenses.....	9,528 85

Grand Total..... \$230,490 83

Percentage of Expenses to Earnings—Entire Line..... 100 79

Operating Expenses—State of Vermont..... \$230,490 83

Maintenance of Way and Structures..... 71,781 23

Maintenance of Equipment..... 67,245 30

Conducting Transportation..... 81,935 45

General Expenses..... 9,528 85

Total..... \$230,490 83

Percentage of Expenses to Earnings—Vermont..... 100 79

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1890.		ASSETS.		JUNE 30, 1891.		YEAR ENDING JUNE 30, 1891.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
\$35,964 26	\$1,475,000 00	Cost of Road.....		\$6,054 78	\$1,475,000 00		\$39,909 48
16,356 91		Cash and Current Assets.		12,081 91			4,275 00
5,074 07		Other Assets		4,941 91			132 16
		Materials and Supplies					
		Profit and Loss		22,298 89		\$22,298 89	
\$57,395 24	\$1,475,000 00	Grand Total		\$45,377 49	\$1,475,000 00	\$22,298 89	\$34,316 64

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1890.		LIABILITIES.	JUNE 30, 1891.		YEAR ENDING JUNE 30, 1890.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$1,000,000 00	Capital Stock.....		\$1,000,000 00		
	475,000 00	Funded Debt.....		475,000 00		
\$20,990 76		Current Liabilities.....	\$39,835 82		\$18,845 06	
5,541 67		Accrued Interest on Funded Debt not yet Payable.....	5,541 67			
30,862 81		Profit and Loss.....				\$30,862 81
\$57,395 24	\$1,475,000 00	Grand Total.....	\$45,377 49	\$1,475,000 00	\$18,845 96	\$30,862 81

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.
	From	To	Miles.	
First Mortgage.	Bennington .. North Bennington	Rutland ... New York State Line	58.91	\$8,063 00

EMPLOYES AND SALARIES.

Class.	Number.	Total No. of days worked	Total yearly Compensation.	Ave. Daily compensation
General Officers.....	5	1,565	\$7,200 09	\$4 60
General Office Clerks.....	3	939	1,200 00	1 28
Station Agents.....	14	4,382	5,538 00	1 26
Other Station Men.....	7	2,191	3,150 00	1 44
Enginemen.....	8	2,504	8,112 00	3 24
Firemen.....	9	2,817	4,620 00	1 64
Conductors.....	7	2,191	6,660 00	3 04
Other Trainmen.....	18	5,634	9,000 00	1 60
Machinists.....	8	2,504	3,369 60	1 35
Carpenters.....	11	3,443	7,222 80	2 10
Other Shopmen.....	6	5,008	8,030 40	1 60
Section Foremen.....	13	4,069	6,240 00	1 53
Other Trackmen.....	65	20,345	24,414 00	1 20
Switchmen, Flagmen and Watchmen.....	8	2,504	3,360 00	1 34
Telegraph Operators and Dispatchers.....	2	626	1,080 00	1 73
All other Employes and Laborers.....	8	2,504	3,130 00	1 25
Total (Including "General Officers").....	202	63,226	\$102,326 80	1 62
Less "General Officers".....	5	1,565	7,200 00	4 60
Total (Excluding "General Officers").....	197	61,661	\$95,126 80	1 54
Distribution of Above:				
General Administration.....	8	2,504	8,400 00	3 35
Maintenance of Way and Structures.....	93	25,979	34,265 40	1 32
Maintenance of Equipment.....	30	9,390	15,011 40	1 60
Conducting Transportation.....	81	25,353	44,650 00	1 76
Total (Including "General Officers").....	202	63,226	\$102,326 80	1 62
Less "General Officers".....	5	1,565	7,200 00	4 60
Total (Excluding "General Officers").....	197	61,661	\$ 95,126 80	1 54
Total (Including "General Officers")— Entire Line.....	202	63,226	\$102,326 80	1 62

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
Number of passengers carried earning revenue.....	188,851			
Number of passengers carried one mile.....	3,891,559			
Average distance carried.....	20.61			
Total passenger revenue.....		102,418	44	
Average amount received from each passenger.....			54	232
Average receipts per passenger per mile.....			2	632
Total passenger earnings.....		116,438	16	
Passenger earnings per mile of road.....		1,976	54	
Passenger earnings per train mile.....			69	044
Freight Traffic :				
Number of tons carried of freight earning revenue....	158,657			
Number of tons carried 1 mile.....	5,649,266			
Average distance haul of 1 ton.....	35.61			
Total freight revenue.....		111,274	07	
Average amount received for each ton of freight.....			70	135
Average receipts per ton per mile.....			1	970
Total freight earnings.....		111,274	07	
Freight earnings per mile of road.....		1,888	88	
Freight earnings per train mile.....		1	27	328
Passenger and Freight :				
Passenger and freight revenue.....		213,692	51	
Passenger and freight revenue per mile of road.....		3,627	44	
Passenger and freight earnings.....		227,712	23	
Passenger and freight earnings per mile of road.....		3,865	42	
Gross earnings from operation.....		228,693	21	
Gross earnings from operation per mile of road.....		3,882	08	
Expenses.....		230,490	83	
Expenses per mile of road.....		3,912	59	
Train Mileage :				
Miles run by passenger trains.....	168,643			
Miles run by freight trains....	87,385			
Total mileage trains earning rev.....	256,028			
Miles run by switching trains.....	28,417			
Miles run by construction and other trains.....	12,308			
Grand total train mileage.....	296,753			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road. Whole Tons.	Freight Received from Connect- ing Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....	1,679	13,410	15,089	9.51
Flour.....				
Other Mill Products				
Hay.....				
Tobacco.....				
Cotton.....				
Fruit and Vegetables.....				
Products of Animals :				
Live Stock.....	882	2,439	3,321	2.09
Dressed Meats.....				
Other packinghouse prod'cts				
Poultry, Game and Fish....				
Wool.....				
Hides and Leather.....				
Products of Mines :				
Anthracite Coal.....	200	20,600	20,800	13.11
Bituminous Coal.....				
Coke.....				
Ores.....				
Stone, Sand and like articles	1,236	1,159	2,395	1.51
Marble.....	7,685	14,977	22,662	14.28
Products of Forests :				
Lumber.....	23,018	24,144	46,162	29.10
Charcoal.....	3,822	777	4,599	2.90
Manufactures :				
Petroleum and Other Oils..	15,391	15,059	30,450	19.19
Sugar.....				
Naval Stores.....				
Iron, Pig and Bloom.....				
Iron and Steel Rails.....				
Other Castings & Machinery				
Bar and Sheet Metal.....				
Cement, Brick and Lime....				
Agricultural Implements..				
Wagons, carriages, tools, etc				
Wines, Liquors and Beers..				
Household Goods and Furni- ture.....				
Merchandise.....	2,637	7,590	10,227	6.45
Miscellaneous: Other commod- ities not mentioned above..	381	2,571	2,952	1.86
Total Tonnage—Vermont..	55,931	102,726	158,657	100.00
Total Tonnage—Entire Line	55,931	102,726	158,657	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at end of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives :						
Passenger.....						
Freight.....	3					
Switching.....						
Total Locomotives.....	3	12	10	Westinghouse Automatic Air.		None.
Cars in Passenger Service :						
First-class Passenger Cars.....		11	9	Westinghouse Automatic Air.	9	Miller Platform Automatic Coupler.
Baggage, Express and Postal Cars.....		9	9	"	9	"
Total.....		20	18		18	
Cars in Freight Service :						
Box Cars.....		92				
Flat Cars.....		173		None.		None.
Total.....		265				

MILEAGE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
Miles of single track...	57.06	1.85	58.91		58.91
Miles of yard track and sidings.....	5.25		5.25	5.25	
Total mileage operated (all tracks).....	62.31	1.85	64.16	5.25	58.91

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Main Line	Branches and Spurs.	Total Mileage, Excluding Trackage Rights.	Steel Rails.
Vermont.....	57.06	1.85	58.91	58.91
Total Mileage Operated (single track).....	57.06	1.85	58.91	58.91

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

	Main Line	Branches and Spurs.	Total Mileage, Excluding Trackage Rights.	Steel Rails.
Total Mileage Owned (single track).....	57.06	1.85	58.91	58.91

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Hard Wood.	32,043	49 Cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Tons Bituminous Coal.	Cords Hard Wood.	Total Fuel Consumed—Tons	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	6,063.40	102.80	6,166.20	168,643	73.13
Freight.....	3,149.13	53.40	3,202.53	87,385	73.29
Switching.....	1,024.80	17.38	1,042.18	28,417	73.35
Construction.....	437.67	7.42	445.09	12,308	72.23
Total.....	10,675.00	181.00	10,856.00	296,753	73.17
Average Cost at Distributing Point.	\$2.97 at 2,000 Per Ton.	\$6.49 for 1½ Cords.			

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.	Item.	No.	Height of Lowest Above Surface of Rail.	
		Feet.			Feet	Ins.
Bridges :			Overhead High-			
Iron.....	2		way Crossings:			
Wooden.....	28		Bridges.....	1	16	8
Combination	3	172				
Total.....	33		Total.....	1	16	8

Gauge of Track—Four feet, 8½ inches. 58.91 miles.

Telegraph :

Owned by another company, but located on property of road making this report—Western Union, 58.91 miles of line.

The following fast freight lines operate over this road: National Despatch, Rome, Watertown and Ogdensburgh, Nickel Plate, West Shore, Hoosac Tunnel, Erie Despatch, Inter-State Despatch, Commercial Express, Lackawanna, Traders Despatch, West Shore and Boston, Lackawanna and Boston.

We pay mileage for use of all foreign freight cars at rate of $\frac{1}{2}$ cent per mile.

STATE OF VERMONT, }
County of Bennington, } ss.

We, the undersigned, E. D. Bennett, Superintendent, and W. G. Shaw, Auditor, of the Bennington and Rutland Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

E. D. BENNETT, *Superintendent.*

W. G. SHAW, *Auditor.*

Subscribed and sworn to before
me this 28th day of August,
1891.

JAMES H. WALBRIDGE,
Justice of the Peace.

ANNUAL REPORT
OF THE
BOSTON AND MAINE RAILROAD,
PASSUMPSIC DIVISION,
FOR THE YEAR ENDING JUNE 30, 1891.
HISTORY.

Name of common carrier making this report: Boston and Maine Railroad—Passumpsic Division.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Frank Jones.....	Portsmouth, N. H.....	December 9, 1891.
Amos Paul.....	So. Newmarket, N. H.....	
Jos. S. Ricker.....	Deering, Me.....	
Sam'l C. Lawrence.....	Medford, Mass.....	
Richard Olney.....	Boston, Mass.....	
Wm. T. Hart.....	" ".....	
Asa P. Potter.....	" ".....	
A. W. Sulloway.....	Franklin, N. H.....	
Jas. T. Furber.....	Great Falls, N. H.....	
David P. Kimball.....	Boston, Mass.....	
Chas. A. Sinclair.....	Portsmouth, N. H.....	
John W. Sanborn.....	Waketfield, N. H.....	
Arthur Sewall.....	Bath, Me.....	

Date of last meeting of stockholders for election of directors: December 10, 1890.

Post-office address of general office: Boston, Mass.

Post-office address of operating office: Boston, Mass.

OFFICERS.

President—Frank Jones, Boston, Mass.

Vice-President—James T. Furber, Boston, Mass.

Treasurer—Amos Blanchard, Boston, Mass.

Assistant-Treasurer—Herbert E. Fisher, Boston, Mass.

General Auditor—Wm. J. Hobbs, Boston, Mass.

General Manager—James T. Furber, Boston, Mass.

Chief Engineer—H. Bissell, Boston, Mass.

Division Superintendent—H. E. Folsom, Lyndonville, Vt.

General Freight Agent—W. F. Berry, Boston, Mass.

General Passenger and Ticket Agent—D. J. Flanders, Boston, Mass.

Asst. Gen. Pass. and Ticket Agent—Chas. E. Lord, Boston, Mass.

General Baggage Agent—W. R. Brackett, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class or Roads Named.
	From	To		
Connecticut & Passumpsic Rivers Railroad	White River Junction, Vt.....	{ Canada Line.....	110.30	147.05
Massawippi Valley Railway... ..	Canada Line.....		36.75	

Total mileage operated, 147.05.

The Massawippi Valley Railway was leased to the Connecticut and Passumpsic Rivers Railroad.

The Connecticut and Passumpsic Rivers Railroad was leased to the Boston and Lowell Railroad Corporation.

The Boston and Lowell Railroad Corporation and leased lines was leased to the Boston and Maine Railroad, as of April 1, 1887.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$971,636 40	
Less Operating Expenses	787,736 18	
Income from Operation,		\$183,910 22
Miscellaneous Income—less Expenses—		10,821 17
Total Income,		\$194,731 39
Taxes.....	\$19,324 47	
Net Income,		\$175,406 92

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger Revenue.....	\$344,525 86		
Tickets redeemed.....		\$ 364 63	
Excess Fares Refunded.....		1,627 38	
Total Deductions.....		\$1,992 01	
Total Passenger Revenue....			\$342,533 85
Mail			25,303 81
Express.....			22,500 00
Extra Baggage and Storage....			3,073 86
Total Passenger Earnings....			\$393,411 52
Freight Revenue.....	\$584,505 14		
Overcharge to Shippers.....		\$6,280 26	
Total Deductions.....		\$6,280 26	
Total Freight Revenue.....			\$578,224 88
Total Freight Earnings.....			\$578,224 88
Total Passenger and Freight Earnings.....			\$971,636 40
Total Gross Earnings from Operation—Entire Line.			\$971,636 40

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rents, Tenements, Lands, etc.	\$7,047 13	\$2,159 46	\$ 4,887 67
Interest, etc.....	5,933 50		5,933 50
Total.....	\$12,980 63	\$2,159 46	\$10,821 17

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway	\$34,519 62	\$53,316 58	\$87,836 20
Renewals of Rails	9,358 69	14,454 76	23,813 45
Renewals of Ties	8,544 43	13,197 11	21,741 54
Repairs of Bridges and Culverts	28,798 27	44,479 79	73,278 06
Repairs of Fences, Road-Crossings, Signs, and Cattle Guards	1,469 25	2,269 31	3,738 56
Repairs of Buildings	9,837 96	15,195 01	25,032 97
Repairs of Docks and Wharves	46 65		46 65
Repairs of Telegraph	335 60	518 35	853 95
Total	\$92,910 47	\$143,430 91	\$236,341 38
Maintenance of Equipment:			
Repairs and renewals of Locomotives	\$12,714 00	\$19,637 15	\$32,351 15
Repairs and renewals of Passenger Cars	15,727 60		15,727 60
Repairs and renewals of Freight Cars		45,568 04	45,568 04
Shop Machinery, Tools, etc.	2,599 02	4,014 26	6,613 28
Other expenses	37 72	58 25	95 97
Total	\$31,078 34	\$69,277 70	\$100,356 04
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen ..	\$25,736 88	\$43,801 21	\$69,538 09
Fuel for Locomotives	60,926 44	106,028 82	166,955 26
Water-supply for Locomotives ..	382 84	591 31	974 15
All other supplies for Locomotives	2,087 99	3,224 96	5,312 95
Wages of other Trainmen	18,195 52	39,258 27	57,453 79
All other train supplies	2,823 85	2,248 95	5,072 80
Wages of Switchmen, Flagmen, and Watchmen	3,676 47	5,678 38	9,354 85
Expense of Telegraph, including Train Dispatchers and Operators	3,369 12	5,203 71	8,572 83

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Wages of Station Agents, Clerks, and Laborers.....	\$13,933 53	\$21,239 87	\$35,173 40
Station supplies.....	3,894 45	539 40	4,433 85
Car Mileage—Balance.....	1,208 43	37,776 41	38,984 84
Loss and Damage.....	234 10	5,256 22	5,490 32
Injuries to persons.....	1,402 75	2,166 59	3,569 34
Other expenses.....	369 96	9 90	379 86
Total.....	\$138,242 33	\$273,054 00	\$411,296 33
General Expenses:			
Salaries of Officers.....	\$5,286 76	\$7,935 28	\$13,222 04
Salaries of Clerks.....			
General Office Expenses and Supplies.....	466 55	654 95	1,121 50
Agencies, including Salaries and Rent.....	10,308 28	260 69	10,568 97
Advertising.....			
Commissions.....			
Insurance.....	2,146 27	3,314 98	5,461 25
Expense of Fast Freight Lines.....		1,367 88	1,367 88
Legal Expenses.....	1,206 80	1,863 95	3,070 75
Stationery and Printing.....	2,667 82	1,817 48	4,485 30
Other General Expenses.....	177 53	257 21	434 74
Total.....	\$22,260 01	\$17,472 42	\$39,732 43
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$92,910 47	\$143,430 91	\$236,341 38
Maintenance of Equipment.....	31,078 34	69,277 70	100,356 04
Conducting Transportation.....	138,242 33	273,054 00	411,296 33
General Expenses.....	22,260 01	17,472 42	39,732 43
Grand Total.....	\$284,491 15	\$503,235 03	\$787,726 18
Percentage of Expenses to Earn- ings—Entire Line.....			81.07

CONTRACTS, AGREEMENTS, ETC.

1. American Express Company—Performing all through Express service, also doing business between local points. Compensation based on weights carried.

2. Post-office Departments, United States and Canadian Governments. Compensation based on space and car service furnished, is fixed by the Governments.

3. Monarch Palace Car Company.

4. Through Traffic arrangements with all Railroad and Steamship Companies.

5. Western Union Telegraph Company.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	8	2,293	\$ 9,189 96	\$4 00 $\frac{3}{10}$
General Office Clerks.....	31	10,500	13,971 60	1 33 $\frac{1}{10}$
Station Agents.....	32	9,612	13,815 96	1 43 $\frac{7}{10}$
Other Station Men.....	43	13,788	36,480 72	2 64 $\frac{8}{10}$
Enginemen — \$3.50, \$2.80, \$2.55, \$2.35.....	42	13,284	21,619 68	1 62 $\frac{9}{10}$
Firemen—\$2.00, \$1.60.....	34	10,632	23,429 28	2 20 $\frac{4}{10}$
Conductors — Passenger, \$2.50, \$2.25. Freight, \$50, \$55 per month.....	75	21,432	34,397 16	1 60 $\frac{3}{10}$
Other Trainmen.....	17	4,680	9,880 08	2 11 $\frac{1}{10}$
Machinists and Foremen— \$2.75, \$2.25, \$2.15, \$1.90, \$1.50, \$1.25.....	41	19,140	34,465 56	1 80 $\frac{1}{10}$
Carpenters — \$2.25, \$1.80, \$1.75, \$1.50.....	55	17,472	27,057 28	1 54 $\frac{2}{10}$
Other Shopmen.....	38	11,978	20,106 36	1 67 $\frac{3}{10}$
Section Foremen and Road- masters.....	102	30,456	35,064 72	1 15 $\frac{1}{10}$
Other Trackmen.....	31	9,408	12,253 20	1 30 $\frac{3}{10}$
Switchmen, Flagmen, and Watchmen.....	11	3,348	5,194 44	1 55 $\frac{2}{10}$
Telegraph Operators and Dispatchers.....	217	59,544	90,455 04	1 51 $\frac{2}{10}$
All other Employes and Laborers.....	777	237,567	\$387,381 04	\$1 63 $\frac{1}{10}$
Total.....				
Distribution of above :				
General Administration....	8	2,293	\$ 9,189 96	\$4 00 $\frac{3}{10}$
Maintenance of Way and Structures.....	297	90,026	138,053 16	1 53 $\frac{3}{10}$
Maintenance of Equipment..	168	51,816	77,190 88	1 49 $\frac{9}{10}$
Conducting Transportation..	304	93,432	162,947 04	1 74 $\frac{3}{10}$
Total.....	777	237,567	\$387,381 04	\$1 63 $\frac{1}{10}$
Total Passumpsic Division...	860	260,955	\$417,173 92	\$1 59 $\frac{9}{10}$

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	366,339			
Number of passengers carried one mile.....	15,899,204			
Average distance carried.....	43.400			
Total passenger revenue.....		\$342,533	85	
Average amount received from each passenger.....			93	5.02
Average receipts per passenger per mile.....			02	1.54
Estimated cost of carrying each passenger one mile.....			01	7.89
Total passenger earnings.....		393,411	52	
Passenger earnings per mile of road.....		2,675	36	
Passenger earnings per train-mile.....			93	0.71
Freight Traffic :				
Number of tons carried of freight earning revenue.....	785,364			
Number of tons carried one mile.....	61,154,156			
Average distance haul of one ton.....	77.867			
Total freight revenue.....		578,224	88	
Average amount received for each ton of freight.....			73	6.25
Average receipts per ton per mile.....			00	9.46
Estimated cost of carrying one ton one mile.....			00	8.23
Total freight earnings.....		578,224	88	
Freight earnings per mile of road.....		3,932	16	
Freight earnings per train-mile.....			88	6.07

PASSENGER, FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE AND RATES.		
		* Dollars.	Cts.	Mills.
Passenger and Freight :				
Passenger and freight revenue		\$920,758	73	
Passenger and freight revenue per mile of road.....		6,261	54	
Passenger and freight earn- ings		971,636	40	
Passenger and freight earn- ings per mile of road.....		6,607	52	
Gross earnings from operation		971,636	40	
Gross earnings from operation per mile of road.....		6,607	52	
Expenses		797,726	18	
Expenses per mile of road....		5,356	86	
Train Mileage :				
Miles run by passenger trains.	422,701			
Miles run by freight trains...	652,575			
Total Mileage Trains Earning Revenue	1,075,276			
Miles run by switching trains.	60,808			
Miles run by construction and other trains.....	27,061			
Grand Total Train Mileage....	1,163,145			

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number At End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Kind.	No.	Kind.
Locomotives :						
Passenger		15	15	Westing-house	15	Automatic
Freight		13	8	10 of these are	10	also fitted with
Switching		1		house Driver Brake.		
Total Locomotives..		29	23			
Cars in Passenger Service:						
First-class Passenger Cars.....	3	16	16	Westing-house	16	Miller.
Combination Passenger Cars.....	2	10	10	Automatic.	10	
Parlor Cars.....		1	1	"	1	"
Baggage, Express, and Postal Cars...		5	5	"	5	"
Total.....	5	32	32		32	
Cars in Freight Service :						
Box Cars.....		513				
Flat Cars.....		493				
Stock Cars.....		9				
Refrigerator Cars..		5				
Total.....		1020				
Cars in Company's Service :						
Derrick Cars.....		3				
Caboose Cars.....		15				
Other road Cars.....		1				
Total.....		19				
Total Cars Owned..		1071	32		32	
Grand Total Cars...		1071	32		32	

MILEAGE.

Line in Use.	Line Operated under Lease.	Total Mileage Operated.	Steel Rails.
Miles of single track.....	147.05	147.05	147.05
Miles of yard track and sidings..	38.56	38.56	12.23
Total Mileage Operated (all tracks)	185.61	185.61	159.28

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated under Lease.	Total Mileage, Excluding Trackage Rights.	Steel Rails.
Vermont	110.30	110.30	110.30
Canada.....	36.75	36.75	36.75
Total Mileage Operated (single track)	147.05	147.05	147.05

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons. Per Yard.	Average Price per Ton at Distrib- ing Point.	Kind.	Number.	Average Price at Distributing Point
Iron : Old	41	\$19 00	Cedar	27,195	.30
Total Iron	41	\$19 00	Tamarack	8,599	.24
Steel : New	1,057	\$30 25	Hemlock	52,201	.24
" Old	663	25 00			
Total Steel	1,719		Total	87,995	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS. 2,000 lbs. per ton.		WOOD—CORDS.		Total Fuel Con- sumed—Tons.	Miles Run.	Average Pounds Con- sumed Per Mile.
	Anthracite.	Bituminous.	Hard and Soft.				
Passengers, Freight, Switching, Construction,		34,928 $\frac{415}{1000}$	5,314 $\frac{7}{8}$		37,585 $\frac{1331}{1000}$	1,163,145	64.62
		34,928 $\frac{415}{1000}$	5,314 $\frac{7}{8}$		37,585 $\frac{1331}{1000}$	1,163,145	64.62
Total.....		34,928 $\frac{415}{1000}$	5,314 $\frac{7}{8}$		37,585 $\frac{1331}{1000}$	1,163,145	64.62
Average Cost at distrib- uting point.....		\$4 32	\$3 05				

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.	
	TRAINMEN.	
	Killed.	Injured.
Falling from Trains and Engines.....	2	
Other Train Accidents.....		1
Total.....	2	1

KIND OF ACCIDENT.	PASSENGERS.	OTHERS.			
		TRESPASSING.		TOTAL.	
		Injured.	Killed.	Injured.	Killed.
At Highway Crossing.....				1	1
At Stations.....	2			1	1
Other Causes.....		2		2	
Total.....	2	2	2	2	2

OTHER CAUSES :

One trespasser committed suicide.

One trespasser was stealing a ride and in jumping off fell under wheels.

One employe jumped from saloon car. Injured.

CHARACTERISTICS OF ROAD.

* BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges :											
Stone	1	20	0					Overhead highway crossings:			
Iron	4	453	4	19	6	373	4	Bridges	4	18	
Wooden	68	3904	3	10	0	213	6	Trestles	6	19	
Total	73	4377	7					Total	10		
Trestles	27	3218	1	17	0	448	0				

Gauge of Track.—Four feet, eight and one-half inches. 147.05 miles.

* Number of Bridges is based on length of 10 feet and upward.

COMMONWEALTH OF MASSACHUSETTS } ss.
County of Suffolk.

We, the undersigned, Frank Jones, President, and Wm. J. Hobbs, General Auditor of the Boston and Maine Railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

FRANK JONES, *President.*

WM. J. HOBBS, *General Auditor.*

Subscribed and sworn to before
me this 25th day of August,
1891.

C. E. A. BARTLETT,

Justice of the Peace.

ANNUAL REPORT
OF THE
CENTRAL VERMONT RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1891.
HISTORY.

Name of common carrier making this report: Central Vermont Railroad Company.

Date of organization: May 27, 1873.

Organized under the Laws of the State of Vermont, Act No. 204, approved November 23, 1872.

Original corporation: The Vermont Central Railroad Company; chartered October 31, 1843, Act No.—

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
J. Gregory Smith.....	St. Albans, Vt.....	September 10, 1891.
J. R. Langdon.....	Montpelier, Vt.....	
E. C. Smith.....	St. Albans, Vt.....	
B. P. Cheney.....	Boston, Mass.....	
Joseph Hickson.....	Montreal, P. Q.....	
W. H. H. Bingham.....	Montpelier, Vt.....	
Robert Wright.....	Montreal, P. Q.....	

Date of last meeting of stockholders for election of directors: September 10, 1890.

Post-office address of general office: St. Albans, Vt.

Post-office address of operating office: St. Albans, Vt.

OFFICERS.

President—J. Gregory Smith, St. Albans, Vt.

First Vice-President—J. R. Langdon, Montpelier, Vt.

Second Vice-President—E. C. Smith, St. Albans, Vt.

Clerk—Geo. T. Childs, St. Albans, Vt.

Treasurer—D. D. Ranlett, St. Albans, Vt.

Cashier—W. H. Chaffer, St. Albans, Vt.

General Solicitor—B. F. Fifield, Montpelier, Vt.

Auditor General—E. G. Lucas, St. Albans, Vt.

Freight Auditor—H. E. Bentley, St. Albans, Vt.

General Superintendent—J. M. Foss, St. Albans, Vt.

Division Superintendent—J. Burdett, Rutland, Vt.

Division Superintendent—T. M. Deal, St. Albans, Vt.

Superintendent of Telegraph—M. Magiff, St. Albans, Vt.

Traffic Manager, Through—John Porteous, Boston, Mass.

Supt. Local Freight Traffic—E. A. Chittenden, St. Albans, Vt.

General Passenger Agent—S. W. Cummings, St. Albans, Vt.

General Baggage Agent—H. Brainerd, St. Albans, Vt.

Supt. Motive Power—W. J. Robertson, St. Albans, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Consolidated Railroad of Vermont.....	Windsor	Province Line..... Rouse's Point	11 158.4	169.4
Consolidated Railroad of Vermont.....	Burlington.....	Essex Junction.....	8	
Consolidated Railroad of Vermont.....	Montpelier Junction.....	Montpelier	1.4	
Montpelier and White River	Montpelier	Williamstown	13.5	
Rutland.....	Bellows Falls.....	Burlington.....	119.7	22.9
Addison County.....	Leicester Junction	Ticonderoga.....	15.6	
Vermont and Massachusetts	Miller's Falls	Brattleboro	21	
Brattleboro and Whitehall.....	Brattleboro	South Londonderry.....	36	
Missisquoi Valley.....	St. Albans.....	Richford.....	28	
Burlington and Lamoille Valley.....	Essex Junction.....	Cambridge Junction.....	26	
Total.....				246.3
				<u>438.6</u>

CAPITAL STOCK.

Description	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common..	\$100 00	\$1,000,000 00	\$1,000,000 00
Total.....	\$100 00	\$1,000,000 00	1,000,000 00

Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash: Common.....	10,000	\$1,000,000 00
Total.....	10,000	\$1,000,000 00

Dividends declared during year, none.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 166,285 78
Bills Receivable.....	16,715 07
Due from Agents.....	36,507 21
Due from Solvent Companies and Individuals.....	138,814 69
Other Cash Assets, (Excluding "Materials and Supplies")*	287,002 70
	\$ 645,325 45
Balance—Current Liabilities.....	1,329,400 86
Total.....	\$1,974,726 31

Materials and Supplies on hand, \$223,385.53.

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.

Loans and Bills Payable.....	\$1,068,321 39
Audited Vouchers and Accounts.....	318,325 56
Wages and Salaries.....	98,562 04
Net Traffic Balances due to other Companies.....	113,816 96
Dividends not called for.....	43,400 00
Matured Interest Coupons Unpaid (including Coupons due July 1).....	287,467 00
Rentals due July 1.....	44,833 36
Total.....	\$1,974,726 31

RECAPITULATION.

Account.	Total Amount Outstanding.	APPORTIONMENT
		To Railroads.
Capital Stock.....	\$1,000,000 00	\$1,000,000 00
Total.....	\$1,000,000 00	\$1,000,000 00

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$2,923,854 22	
Less Operating Expenses.....	2,172,064 93	
Income from Operation.....		\$751,789 29
Interest on Bonds owned.....	16,407 50	
		\$ 16,407 50
Total Income.....		\$768,196 79
Deductions from Income:		
Interest on Interest-bearing Current Liabilities Accrued, not otherwise provided for..	\$ 70,360 66	
Rents.....	742,900 00	
Taxes.....	54,943 68	
Total Deductions from Income.....		\$868,204 34
Deficit.....		\$100,007 55
Deficit from Operations of Year Ending June 30, 1891.....		\$100,007 55
Surplus on June 30, 1890.....		66,017 75
Deficit on June 30, 1891.....		\$33,989 80

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions Account of Repayments. Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$ 908,186 98		
Tickets Redeemed.....		\$1,595 61	
Excess Fares Refunded...		1,656 21	
Total Deductions.....		\$3,251 82	
Total Passenger Revenue.			\$ 904,885 16
Mail.....	71,187 51		
Express.....	89,500 01		
Extra Baggage and Storage.	10,126 78		
Other Items.....			120,814 90
Total Passenger Earnings.			\$1,025,699 46
Freight:			
Freight Revenue.....	1,945,676 99		
Overcharge to Shippers...		\$47,522 23	
Total Deductions.....			47,522 23
Total Freight Revenue...			\$1,898,154 76
Total Freight Earnings...			\$1,898,154 76
Total Passenger and Freight Earnings.....			\$2,923,854 22
Total Gross Earnings from Operation.....			\$2,923,854 22

STOCKS OWNED.

Name.	Total Par Value.
Montpelier and White River Co.....	\$ 68,900 00
Grand Isle Steamboat Co.....	10,000 00
Ogdensburg Transit Co.....	167,873 50
Ogdensburg and Lake Champlain Co.....	425,000 00
Preferred Stock C. V. R. R. Co.....	2,160 00
Total.....	\$673,933 50

No dividend or income received from same.

BONDS OWNED.

Name.	Total Par Value.	Rate.	Income or Dividend Received.
Stanstead, Shefford and Chambly.....	\$475,336 67		None.
Consolidated R. R. of Vermont, Bonds on hand.....	161,600 00	5%	"
Ogdensburg Transit Co.....	170,000 00	6%	\$10,020 00
St. Lawrence and Saratoga.....	30,000 00	5%	875 00
Canada Atlantic.....	18,000 00	"	900 00
Williamstown.....	30,000 00	4½%	
Interest to Dec. 31, 1890.....	\$3,937 50		
" June 30, 1891.....	675 00		
			4,612 50
Total.....	\$884,936 67		\$16,407 50

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic. 39%	Chargeable to Freight Traffic. 61%	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$104,588 14	\$ 163,586 57	\$ 268,174 71
Repairs of Bridges and Culverts.....	18,900 20	29,561 86	48,462 06
Repairs of Fences, Road-crossings, Signs, and Cattle-guards.....	1,213 54	1,898 09	3,111 63
Repairs of Buildings.....	9,665 25	15,117 44	24,782 69
Total.....	\$134,367 13	\$ 210,163 96	\$ 344,531 09
Maintenance of Equipment.			
Repairs and Renewals of Locomotives.....	\$ 61,816 30	\$ 96,687 04	\$ 158,503 34
Repairs and Renewals of Passenger Cars.....	53,796 27		53,796 27
Repairs and Renewals of Freight Cars.....		131,754 34	131,754 34
Shop Machinery, Tools, etc..	5,693 90	8,903 28	14,597 18
Total.....	\$121,306 47	\$ 237,344 66	\$ 358,651 13

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic. 39%	Chargeable to Freight Traffic. 61%	Total.
Conducting Transportation:			
Wages of Engineers, Firemen, and Round housemen.....	\$ 72,012 23	\$ 112,634 51	\$ 184,646 74
Fuel for Locomotives.....	168,092 84	262,914 43	431,007 27
Water-supply for Locomotives.....	3,575 41	5,592 30	9,167 71
All other Supplies for Locomotives.....	6,990 45	10,933 78	17,924 23
Wages of other Trainmen.....	76,536 12	119,710 34	196,246 46
All other Train Supplies.....	8,255 52	12,912 49	21,168 01
Wages of Switchmen, Flagmen, and Watchmen.....	12,719 11	19,894 00	32,613 11
Expense of Telegraph, including Train Dispatchers and Operators.....	10,702 95	16,740 51	27,443 46
Wages of Station Agents, Clerks and Laborers.....	40,538 02	63,405 61	103,943 63
Station Supplies.....	12,859 78	20,114 00	32,973 78
Car Mileage—Balance.....		154,158 25	154,158 25
Loss and Damage.....		6,569 64	6,569 64
Injuries to Persons.....	6,556 95	10,255 73	16,812 68
Total.....	\$418,839 38	\$ 815,835 59	\$1,234,674 97
General Expenses:			
Salaries of Officers.....	\$ 47,116 55	\$ 73,695 12	\$ 120,811 67
General Office Expenses and Supplies.....	417 75	653 40	1,071 15
Agencies, including Salaries and Rent.....	22,193 03	34,712 18	56,905 21
Advertising, Stationery, etc.....	11,266 83	17,622 49	28,889 32
Insurance.....	652 68	1,020 85	1,673 53
Expense of Traffic Association.....		3,001 98	3,001 98
Legal Expenses.....	7,788 74	12,182 40	19,971 14
Other General Expenses, C. E.....	734 66	1,149 08	1,883 74
Total.....	\$ 90,170 24	\$ 144,037 50	\$ 234,207 74

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic. 93%	Chargeable to Freight Traffic. 61%	Total.
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$134,367 13	\$ 210,163 96	\$ 344,531 09
Maintenance of Equipment.....	121,306 47	237,344 66	358,651 13
Conducting Transportation.....	418,839 38	815,835 59	1,234,674 97
General Expenses.....	90,170 24	144,037 50	234,207 74
Grand Total.....	\$764,683 22	\$1,407,381 71	\$2,172,064 93

RENTALS PAID.

Name of Road.	Cash.	Total.
Rutland and Addison County.....	\$301,500 00	\$301,500 00
Vermont and Massachusetts.....	39,000 00	39,000 00
Brattleboro and Whitehall.....	12,000 00	12,000 00
Missisquoi Valley.....	20,200 00	20,200 00
Burlington and Lamoille Valley.....	20,200 00	20,200 00
Consolidated of Vermont.....	350,000 00	350,000 00
Total Rents.....	\$742,900 00	\$742,900 00

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 30, 1891.	
	Item.	Total.
Stocks of other Companies owned.....		\$ 673,933 50
Bonds of other Companies owned.....		884,936 67
Cash and Current Assets.....		645,325 45
Other Assets:		
Materials and Supplies.....	\$223,385 53	
Sundry Ledger Acct. not classed as Assets	513,155 36	736,540 89
Profit and Loss.....		33,989 80
Grand Total.....		\$2,974,726 31
Liabilities.		Total.
Capital Stock.....		\$1,000,000 00
Current Liabilities.....		1,974,726 31
Grand Total.....		\$2,974,726 31

CONTRACTS, AGREEMENTS, ETC.

Express Companies.

United States and Canada.....	\$33,000 00
National.....	6,500 00

Mails.

The United States Government pay as compensation over the Roads embraced in this Report.

Wagner Cars.

The Central Vermont Railroad Company pays 2c. per mile service. The receipts of the Cars are taken by the Wagner Company.

Freight Transportation Companies' Cars.

The Central Vermont Railroad Company pays at the rate of $\frac{1}{2}$ c. and 1c. per mile.

EMPLOYES AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	18	\$ 61,980 00	
General Office Clerks.....	156	97,957 02	\$2 01
Station Agents.....	102	50,173 11	1 57
Other Station Men.....	215	70,481 27	1 05
Enginemen.....	140	111,097 59	2 54
Firemen.....	147	65,702 88	1 43
Conductors.....	113	72,870 46	2 07
Other Trainmen.....	410	170,827 48	1 34
Machinists.....	156	93,178 62	1 91
Carpenters.....	311	127,821 96	1 32
Other Shopmen.....	150	64,508 28	1 38
Section Foremen.....	99	47,783 91	1 55
Other Track men.....	397	106,319 20	85
Switchmen, Flagmen and Watchmen	21	7,167 59	1 09
Telegraph Operators and Dispatchers	46	19,113 56	1 33
All other Employes and Laborers....	220	89,594 83	1 30
Total (Including "General Officers")—Vermont.....	2,701	\$1,256,577 76	
Less "General Officers".....	18	61,980 00	
Total (Excluding "General Officers")—Vermont.....	2,683	\$1,194,597 76	
Distribution of Above:			
General Administration.....	174	\$159,937 02	
Maintenance of Way and Structures.....	807	281,925 07	
Maintenance of Equipment.....	306	157,686 90	
Conducting Transportation.....	1,414	657,028 77	
Total (Including "General Officers")—Vermont.....	2,701	\$1,256,577 76	
Less "General Officers".....	18	61,980 00	
Total (Excluding "General Officers")—Vermont.....	2,683	\$1,194,597 76	

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMN FOR REV- ENUE, AND RATES.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
Number of passengers carried earning revenue.....	1,326,293			
Number of passengers carried one mile.....	39,574,263			
Average distance carried.....	8-10			
Total passenger revenue.....		904,885	16	
Average amount received from each passenger.....			68	2
Average receipts per passen- ger per mile.....			02	2
Estimated cost of carrying each passenger one mile...			01	9
Total passenger earnings.....		1,025,699	46	
Passenger earnings per mile of road.....		2,338	57	
Passenger earnings per train- mile.....			95	9
Freight Traffic:				
Number of tons carried of freight earning revenue....	2,527,227			
Number of tons carried one mile.....	239,614,517			
Average distance haul of one ton.....	7-10			
Total freight revenue.....		1,898,154	76	
Average amount received for each ton of freight.....			75	1
Average receipts per ton per mile.....			00	7.9
Estimated cost of carrying one ton one mile.....			00	5.8
Total freight earnings.....		1,898,154	76	
Freight earnings per mile of road.....		4,327	76	
Freight earnings per train- mile.....		1	11	8

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMN FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight:				
Passenger and freight revenue		2,803,390	92	
Passenger and freight revenue per mile of road.....		6,930	88	
Passenger and freight earn- ings.....		2,923,854	22	
Passenger and freight earn- ings per mile of road.....		6,666	33	
Gross earnings from opera- tion.....		2,923,854	22	
Gross earnings from opera- tion per mile of road.....		6,666	33	
Expenses.....		2,172,064	93	
Expenses per mile of road...		4,952	26	
Train Mileage:				
Miles run by passenger trains	1,068,445			
Miles run by freight trains...	1,696,890			
Total Mileage Trains Earning Revenue.....	2,765,275			
Miles run by switching trains	671,545			
Miles run by construction and other trains.....	109,689			
Grand Total Train Mileage...	3,546,509			

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	2	49	49	Westinghouse.		
Freight.....	5	75	6			
Switching.....		13				
Total.....	7	137				
Cars in Passenger Service:						
Second-class Passenger Cars.....	7	78				
Combination Passenger Cars.....		34				
Baggage, Express, and Postal Cars.....		2				
Other Cars in Passenger Service.....						
Total.....	7	114	114	Westinghouse.	114	Miller.
Cars in Freight Service:						
Box Cars.....		1,252				
Flat Cars.....		510				
Stock Cars.....		86				
Coal Cars.....		189				

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Refrigerator Cars.....		21				
Other Cars.....		63				
Total.....		2,121			939	Safford.
Cars in Company's Service:					20	United States.
Gravel Cars.....		19				
Derrick Cars.....		10				
Caboose Cars.....		77				
Other Road Cars.....		17				
Total.....		123				
Cars contributed to Fast Freight Line Service.....		35				
Cars Leased.....		1,850	850	Westinghouse.	500	Safford.
Grand Total.....		4,129				

MILEAGE.

Line in Use.	Line Operated under Lease.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of Single Track.....	438.6	438.6	56.7	381.9
Miles of Yard Track and Sidings...	108.	108.	89.7	18.3
Total Mileage Operated (all tracks)...	546.6	546.6	146.4	400.2

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated under Lease.	RAILS.	
		Iron.	Steel.
Vermont	534.85	145.65	389.2
Massachusetts	11.75	.75	11.
Total Mileage Operated (single track).....	546.6	146.4	400.2

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Dis- tributing Point.	Kind.	Number	Average Price at Distrib- ing Point.
Steel	1,156½	56 & 72	\$31 00	Tamarack and Cedar,	216,278	32c.
Total Steel...	1,156½	56 & 72	\$31 00	Total,	216,278	32c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous.	Hard.			
Passenger.....	30,764	9,167	36,875	1,068,445	69
Freight.....	48,854	14,557	58,359	1,696,830	
Switching.....	19,419	5,786	23,276	671,545	
Construction..	3,168	944	3,798	109,689	
Total.....	102,205	30,454	122,508	3,546,509	

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYES.					
	TRAINMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling.....		16		8		24
Falling from Trains and Engines....	1	2			1	2
Overhead Obstructions.....		2				2
Derailments.....				3		3
Other Train Accidents.....	1	4		3	1	7
At Stations.....	1	1		1	1	2
Other Causes.....	1	6	3	4	4	10
Total.....	4	31	3	19	7	50

Kind of Accident.	PASSENGERS.	OTHERS.				
		TRESPASSING.		NOT TRESPASSING.	TOTAL.	
	Injured.	Killed.	Injured.	Injured.	Killed.	Injured.
Derailments.....	9			1		1
Other Train Accidents.....	1		1			1
At Highway Crossings.....		3	2		3	2
At Stations.....	2	6			6	
Other Causes.....						
Total.....	12	9	3	1	9	4

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From	To	Miles.	Number of Curves.	Length of		Length of Level Line.	ASCENDING GRADES.			DESCENDING GRADES.		
				Aggregate Length of Curved Line.	Miles.		Number.	Sum of Ascents.	Feet.	Miles.	Number.	Sum of Descents.
Windsor	St. Albans	134.5	152	51.55	82.95	38.5	49	1,291	45.1	46	1,208	50.9
St. Albans	Rouse's Point	23.9	17	7.5	16.4	8.75	5	55	1.8	12	328	13.3
Montpelier Junction	Montpelier	1.47	5	.87	.6	1.47						
Montpelier	Williamstown	13.5	50	5.9	7.6	4	12	426	8.09	8	45	1.41
Essex Junction	Burlington	8	8	2.5	5.5	.85	2	9	85	9	252	6.3
Swanton Junction	Province Line	11	9	1.9	9.1	2.8	5	65	2.88	11	125	5.32
Bellows Falls	Burlington	119.7		42.96	76.74	33.3	10	1,340	37.4	19	1,370	49
Leicester Junction	Ticonderoga	15.6	40	6.03	9.57	1.47	8	84	3.59	11	335	10.54
Brattleboro	So. Londonderry	36	123	30	6	10.6	41	1,182	19	68	414	6.4
Miller's Falls	Brattleboro	21										
St. Albans	Richford	28	80	11	16	9.1	19	205	9.4	24	476	9.5

CHARACTERISTICS OF ROAD—Continued.

Bridges:

Number Stone.....	16
Number Iron.....	13
Number Wooden.....	308
Number Combination.....	1
Total.....	338

Tunnels:

Number.....	1
Minimum length.....	340 feet.
Maximum length.....	432 "

Gauge of Track—4 feet 8½ inches on 402 $\frac{5}{100}$ miles; 3 feet on 36 miles.

Telegraph—Owned by this Company, 393 miles of line; 167 and 444 miles of wire.

Operated by this Company, 393 miles of line; 167 and 444 miles of wire.

Owned by Western Union Company, operated by Central Vermont Railroad Company, 393 miles of line; 444 miles of wire.

STATE OF VERMONT, }
County of Franklin. } ss:

We, the undersigned, E. C. Smith, Second Vice-President, and Edmund G. Lucas, General Auditor, of the Central Vermont Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

E. C. SMITH, *2d Vice-President.*

EDMUND G. LUCAS, *General Auditor.*

Subscribed and sworn to before me,
this 10th day of September, 1891.

GEO. T. CHILDS,

Notary Public.

ANNUAL REPORT
OF THE
CLARENDON AND PITTSFORD RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report : Clarendon and Pittsford Railroad Company.

Date of organization : Sept. 10, 1885.

Under laws of what Government, State, or Territory organized : General Laws of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
F. D. Proctor.....	Proctor, Vt.....	Sept. 14, 1891.
F. C. Partridge.....	Proctor, Vt.....	
Geo. Briggs.....	Brandon, Vt.....	
E. R. Morse.....	Proctor, Vt.....	
S. A. Howard.....	Centre Rutland, Vt...	

Total number of stockholders at date of last election : Twenty.

Date of last meeting of stockholders for election of directors: Sept. 8.

Post-office address of general office : Proctor, Vt.

Post-office address of operating office : Proctor, Vt.

OFFICERS.

President—F. D. Proctor, Proctor, Vermont.

First Vice-President—F. C. Partridge, Proctor, Vermont.

Secretary and Treasurer—E. R. Morse, Proctor, Vermont.

General Superintendent—G. C. Robinson, West Rutland, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Clarendon & Pittsford	Proctor, Vt....	W. Rutl'd, Vt.	10.00
Pittsford & Rutland } Operated under lease }	Ctr. Rutl'd, Vt.	Rutland, Vt..	1.78
Total.....			11.78

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR
OPERATION.

The Clarendon and Pittsford Railroad Company has the use of the Pittsford and Rutland Railroad for the term of fifteen years. It pays no rental for the use of the road, but agrees to keep in thorough repair, to pay the taxes and other expenses of said Company, and to return at the end of the period in as good condition as when received.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Out- standing.
Capital Stock : Common.....	600	\$100 00	\$120,000 00	\$60,000 00
Total.....	600	\$100 00	\$120,000 00	\$60,000 00

Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash : Common.....	600	\$6,000 00
Total.....	600	\$6,000 00

10 per cent paid in.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1891.	
Cash.....	\$ 1,464 18	Loans and Bills Payable.....	\$128,857 91
Net Traffic Balances Due from other Companies.....	1,832 27	Miscellaneous.....	6,651 61
Balance—Current Liabilities.....	182,213 07		
Total.....	\$135,509 52	Total.....	\$135,509 52

RECAPITULATION.

Account.	Total Amount Outstanding.	Apportionm't. To Railroads.	Miles.	Amount per Mile of Road.
Capital Stock, 10% paid in.....	\$6,000 00	\$6,000 00	10	\$600 00

For Mileage Operated by Road Making this Report (Trackage Rights excluded), the Operations of which are included in the Income Account.

Name of Road.	Capital Stock.	Current Liabilities.	Total.	Miles.	Amount per Mile of Road.
Clarendon and Pittsford.....	\$6,000 00	\$132,213 07	\$138,213 07	10	\$13,821 30
Total.....	\$6,000 00	\$132,213 07	\$138,213 07	10	\$13,821 30

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost Per Mile.
*Construction :			
Right of Way.....	\$5,946 08	\$ 5,946 08	\$ 594 61
Rails.....		109,907 40	10,990 74
Total Construction.....		\$115,853 48	\$11,585 35
Equipment :			
Locomotives.....	10,335 00	16,085 00	
Cars of all Classes other than Passenger and Combination.		7,019 43	
Total Equipment.....		\$23,104 43	\$2,310 44
Grand Total Cost Construction, Equipment, etc.....		\$138,957 91	\$13,895 79

*Total Cost Construction less Right of Way. Impossible to subdivide as requested.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$21,795 46	
Less Operating Expenses.....	13,089 13	
Income from operation.....		\$8,706 33
Deductions from Income :		
Interest on Interest-bearing Current Liabilities Ac- crued, not otherwise provided for.....	\$7,500 00	
Taxes.....	561 85	
Total Deductions from Income.....	\$8,061 85	8,061 85
Net Income.....		\$644 48

EARNINGS FROM OPERATION.

Item.	Actual Earnings.
Total Gross Earnings from Operation.....	\$21,795 46

OPERATING EXPENSES.

Item.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures.	\$4,359 13	\$4,359 13
Conducting Transportation :		
Wages of Enginemen, Firemen, and Round-housemen	2,900 00	2,900 00
Wages of Switchmen, Flagmen, and Watchmen	2,000 00	2,000 00
Barges, Floats, Tugs, Ferry-boats, Expenses of, Including Wages, Fuel, and supplies	3,550 00	3,550 00
Total	\$12,809 13	\$12,809 13
General Expenses :		
Salaries of Officers	200 00	200 00
Salaries of Clerks	80 00	80 00
Total	\$280 00	\$280 00
Recapitulation of Expenses :		
Maintenance of Way & Structures.	\$4,359 13	\$4,359 13
Conducting Transportation	8,450 00	8,450 00
General Expenses	280 00	280 00
Grand Total	\$13,089 13	\$13,089 13
Operating Expenses :		
Maintenance of Way & Structures.	4,359 13	\$4,359 13
Conducting Transportation	8,450 00	8,450 00
General Expenses	280 00	280 00
Total	\$13,089 13	\$13,089 13

COMPARATIVE GENERAL BALANCE SHEET.

June 30, '90. Item.	Assets.	June 30, '91. Item.	Increase.
\$115,853 48	Cost of Road.....	\$115,853 48	
17,635 00	Cost of Equipment.....	23,104 43	\$5,469 43
18 57	Cash and Current Assets.....	3,296 45	3,277 88
\$133,507 05	Grand Total.....	\$142,254 36	\$8,747 31

Item.	Liabilities.	Item.	Increase.
\$ 6,000 00	Capital Stock.....	\$ 6,000 00	
127,507 05	Current Liabilities.....	135,509 52	\$8,002 47
\$133,507 05	Grand Total..	\$141,509 52	\$8,002 47

IMPORTANT CHANGES DURING THE YEAR.

Pittsford and Rutland Railroad, running from Centre Rutland, Vermont, to Rutland, Vermont, a distance of 1.78 miles, leased for a term of 15 years as before stated.

EMPLOYES AND SALARIES.

Class.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers :				
Superintendent.....	1		\$200 00	
General Office Clerks.....	1		80 00	\$.25
Station Agents.....	3		Nothing.	
Enginemen, Three small por- tion.....	2	313	1,871 50	2.75
Firemen, Three small portion	2	313	1,028 50	1.50
Section Foremen.....	2	313	866 40	1.40
Other Trackmen.....	9	313	3,492 73	1.23
Switchmen, Flagmen and Watchmen.....	5	313	2,000 00	1.27
Total (Including "General Officers").....	25		\$9,539 13	
Less "General Officers"	1			
Total (Excluding "General Officers").....	24			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMN FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:	None.			
Freight Traffic:				
Number of tons carried of freight earning revenue.....	64,146			
Number of tons carried one mile	295,207			
Average distance haul of one ton	4.60			
Total freight revenue.....		21,795	46	
Average amount received for each ton of freight.....			34	
Average receipts per ton per mile			07	3
Estimated cost of carrying one ton one mile.....			04	4
Total freight earnings.....		21,795	46	
Freight earnings per mile of road.....		1,851		
Train Mileage:				
Miles run by freight trains.....	2,118			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Ori- ginating on Road. Whole Tons.
Products of Mines:	
Marble.....	58,298
Products of Forest:	
Lumber.....	500
Total Tonnage.....	58,798

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.	
			No.	Kind.
Locomotives :				
Freight.....	1	3	3	Regular
Total.....	1	3	3	
Cars in Passenger Service :				
Second Class Passenger Cars..	1	1		Ordinary
Total.....	1	1		
Cars in Freight Service :				
Box Cars.....		2	2	
Flat Cars.....		63	63	
Total.....		65	65	Ordinary
Cars in Company's Service :				
Other road Cars		38	38	
Total.....		103	103	

No Equipment fitted with automatic coupler.

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Contract, etc.	Line. Operated under Trackage Rights. Side Tracks.	Total Mileage Operated.	New Line Constructed During Year.	RAILS. Steel.
	Main Line.	Branches and Spurs.					
Miles of single track.....	10.00	2.53	1.78	52	14.83	1.78	1.78
Total Operated (all tracks)	10.00	2.53	1.78	52	14.83	1.78	1.78

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Vermont.....	10.00	2.53
Total Owned (single track)	10.00	2.53

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	Total Fuel Con- sumed —Tons.	Miles Run.	AverageP Consumed Per Mile.
	Bituminous.			
Freight.....	275 00	275 00	2,118	259.00
Total.....	275 00	275 00	2,118	259.00
Average cost at distribut- ing point.....	\$3 80*			
*Estimated.				

CHARACTERISTICS OF ROAD.

Bridges:	
Iron	5
Overhead Railway Crossing:	
Bridge	1
Gauge of Track: 4 feet 8½ inches.	

STATE OF VERMONT, }
County of Rutland. } ss:

I, the undersigned, Edmund R. Morse, Treasurer of the Clarendon and Pittsford Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

E. R. MORSE, *Treasurer.*

Subscribed and sworn to before me,
this 26th day of July, 1891.

E. F. HOLBROOK,

Notary Public.

ANNUAL REPORT
OF THE
DELAWARE & HUDSON CANAL COMPANY,
LESSEE OF THE
RENSSELAER & SARATOGA RAILROAD,
FOR THE YEAR ENDING JUNE 30, 1891.
HISTORY.

Name of common carrier making this report: Delaware & Hudson Canal Company, Lessee.

See report of the Rensselaer and Saratoga Railroad Company for its history.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
LeGrand B. Cannon.....	New York City.....	Second Tuesday in May, 1892.
James Roosevelt.....	Hyde Park.....	
Robert M. Olyphant.....	New York City.....	
Benjamin H. Bristow.....	".....	
John A. Stewart.....	".....	
R. Suydam Grant.....	".....	
Wm. H. Tillinghast.....	".....	
Johnston Livingston.....	".....	
Alfred Van Santvoord.....	".....	
George C. Clark.....	".....	
W. W. Astor.....	".....	
James A. Roosevelt.....	".....	
Samuel Keyser.....	".....	

Total number of stockholders at date of last election: 2630.

Date of last meeting of stockholders for election of directors: May 12, 1891.

Post-office address of general office: New York City.

Post-office address of operating office: Albany, N. Y.

OFFICERS.

President—R. M. Olyphant, New York City.

First Vice-President—Le Grand B. Cannon, New York City.

Second Vice-President—Horace G. Young, Albany, N. Y.

Secretary—F. M. Olyphant, New York City.

Treasurer—James A. Hartt, New York City.

Assistant Treasurer—Charles A. Walker, New York City.

Attorney or General Counsel—Edwin Young, Albany, N. Y.

Comptroller, N. R. R. Dept.—J. White Sprong, Albany, N. Y.

Auditor—R. A. Henry, New York City.

Chief Engineer—A. J. Swift, Albany, N. Y.

Superintendent—C. D. Hammond, Albany, N. Y.

Division Superintendent—H. C. North, Albany, N. Y.

Superintendent of Telegraph—J. W. Burdick, Albany, N. Y.

General Freight Agent—James Colhoun, Albany, N. Y.

Assistant General Freight Agent—Paul Wadsworth, Albany, N. Y.

General Passenger Agent—J. W. Burdick, Albany, N. Y.

General Baggage Agent—C. S. Pease, Albany, N. Y.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Main Line.....	Albany.....	Lake Champlain.....	79.14	
West Troy & Green Island.....	West Troy.....	Green Island.....	1.08	
Reusselaer & Saratoga.....	Troy.....	Waterford Junction.....	5.59	
Saratoga & Schenectady.....	Schenectady.....	Ballston.....	14.97	
Glens Falls Railroad.....	Fort Edward.....	Caldwell.....	15.12	
Saratoga & Whitehall.....	Whitehall.....	State Line.....	6.63	
Rutland & Whitehall.....	State Line.....	Castleton.....	6.83	
Rutland & Washington.....	Eagle Bridge.....	Rutland.....	62.44	191.80

Total Mileage Operated 191.80.

PROPERTY OPERATED.—Continued.

Name.	Character of Business.	Title. (Owned, Leased, etc.)	State or Territory.
Troy Toll Bridge	Tolls	Leased with the Railroad.	Over the Hudson at Troy, N. Y.

See Financial Report for funded debt, and the report of the Delaware and Hudson Canal Company for statement of Current Assets and Liabilities, as these cannot be given by Divisions or under the separate leases.

Materials and Supplies on hand.....\$564,994 21

The Financial Reports should show the facts required, in the table "For Mileage Operated."

RECAPITULATION.

Name of Road.	AMOUNT PER MILE OF ROAD.
	Miles.
Rensselaer and Saratoga.....	25.48
West Troy and Green Island.....	1.08
Saratoga and Schenectady.....	21.65
Glens Falls Railroad.....	15.12
Saratoga and Whitehall.....	47.02
Rutland and Whitehall.....	6.83
Rutland and Washington.....	62.44
Albany and Vermont.....	12.18
Grand Total.....	191.80

The Equipment belongs to the Lessee.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year Not Included in Operating Expenses.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost Per Mile.
	Charged to Construction or Equipment.			
Equipment:				
Locomotives.....	\$234,659 89	\$385,857 83	\$620,517 72	\$8,285 23
Passenger Cars.....	134,931 00	252,763 23	387,714 23	2,021 45
Baggage, Express and Postal Cars..	9,048 47	17,654 97	26,703 44	139 23
Freight Cars.....	627,775 53	571,333 77	1,199,109 30	6,251 87
Other Cars of all classes.....	Cr. 4,419 00	4,419 00		
Total Equipment.....	\$1,002,015 89	\$1,232,028 80	\$2,234,044 69	\$11,647 78

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$2,565,511 87	
Less Operating Expenses.....	1,660,548 91	
Income from Operation.....		\$904,962 96
Miscellaneous Income—less Expenses.....	6,681 50	
Income from other sources.....		6,681 50
Total Income.....		\$911,644 46
Deductions from income :		
Rents.....	\$943,218 00	
Taxes.....	104,643 00	
Total Deductions from Income.....		1,047,861 00
Deficit.....		\$136,216 54
Deficit from Operations of Year ending June 30, 1891.....		\$136,216 54
Deficit on June 30, 1890.....		240,494 07
Deficit on June 30, 1891.....		\$376,710 61

The "Earnings from Operation" are those of the entire railroads belonging to the Rensselaer and Saratoga Railroad Company.

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments Etc.	Actual Earnings.
Passenger :			
Passenger Revenue.....	\$ 850,723 08		
Tickets Redeemed.....		\$ 8,758 85	
Excess Fares Refunded.....		343 23	
Other Repayments.....		169 13	
Total Deductions.....		\$ 9,271 21	
Total Passenger Revenue.....			\$841,450 87
Mail.....			24,831 20
Express.....			58,116 09
Extra Baggage and Storage.....			5,505 32
Other items, Newspapers and Baggage Express.....			3,099 92
Total Passenger Earnings.....			\$932,993 40

EARNINGS FROM OPERATION.—Continued.

Item.	Total Receipts.	Deductions Account of Repayments Etc.	Actual Earnings.
Freight :			
Freight Revenue	\$1,589,065 11		
Overcharge to Shippers.....		16,284 60	
Total Deductions.....		\$16,284 60	
Total Freight Revenue ..			\$1,572,780 51
Total Freight Earnings...			\$1,572,780 51
Total Passenger and Freight Earnings.....			\$2,505,713 91
Other Earnings from Operation:			
Telegraph Companies.....			4,478 73
Rents from Tracks, Yards and Terminals.....			6,192 00
Rents not otherwise provided for.....			5,861 78
Other sources.....			43,265 45
Total Other Earnings.....			\$59,797 96
Total Gross Earnings from Operation—Entire Line.....			\$2,565,511 87

RENTALS RECEIVED.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Terminals:				
Depot and Tracks	City of Albany	West Shore Railroad	\$6,192 00	\$6,192 00

MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Champlain Transportation Company, Dividend on Stock.....	\$6,681 50	\$6,681 50

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures :			
Repairs of Roadway.....	\$43,696 73	\$67,944 92	\$111,641 65
Renewals of Rails.....	8,907 93	13,244 05	22,151 98
Renewals of Ties.....	21,844 26	31,922 63	53,766 89
Repairs of Bridges and Culverts.....	5,273 69	8,327 76	13,601 45
Repairs of Fences, Road-crossings, Signs and Cattle Guards.....	3,760 41	5,692 80	9,453 21
Repairs of Buildings.....	11,615 81	19,955 74	31,571 55
Repairs of Telegraph.....	1,513 33	4,538 55	6,051 88
Other expenses.....	12,522 53	19,594 00	32,116 53
Total.....	\$109,134 69	\$171,220 45	\$280,355 14
Maintenance of Equipment :			
Repairs and renewals of Locomotives.....	\$22,924 36	\$34,973 95	\$57,898 31
Repairs and renewals of Passenger Cars.....	42,363 54		42,363 54
Repairs and renewals of Freight Cars.....		78,461 70	78,461 70
Shop Machinery, Tools, Etc....	3,158 52	4,979 83	8,138 35
Other expenses.....	14,075 79	22,241 06	36,316 85
Total.....	\$82,522 21	\$140,656 54	\$223,178 75

OPERATING EXPENSES.—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Conducting Transportation :			
Wages of Enginemen, and Round-housemen.....	\$ 60,117 50	\$ 94,455 32	\$154,572 82
Fuel for Locomotives.....	112,180 23	178,152 66	290,332 89
Water-supply for Locomotives.....	2,736 16	4,253 31	6,989 47
Wages of other Trainmen.....	47,074 91	105,969 12	153,044 03
All other train Supplies.....	18,989 83	27,704 40	46,694 23
Wages of Switchmen, Flag- men and Watchmen.....	32,549 65	28,332 32	60,881 97
Expense of Telegraph, includ- ing Train Dispatchers and Operators.....	7,249 93	20,954 31	28,204 24
Wages of Station Agents, Clerks and Laborers.....	37,080 23	142,651 19	179,731 42
Station Supplies.....	10,527 12	5,592 19	16,119 31
Car Mileage—Balance.....	12,092 29	6,699 37	18,791 66
Loss and Damage.....	8,641 79	6,003 48	14,645 27
Injuries to persons.....	18,197 52	1,457 98	19,655 50
Other Expenses.....	4,851 19	20,503 45	25,354 64
Total.....	\$372,288 35	\$642,729 10	\$1,015,017 45
General Expenses :			
Salaries of Officers.....	\$4,036 13	\$ 9,089 05	\$13,125 18
Salaries of Clerks.....	7,368 28	16,762 26	24,130 54
General Office Expenses and Salaries.....	1,519 54	3,507 13	5,026 67
Agencies, including Salaries and Rent.....	3,392 02		3,392 02
Advertising.....	3,387 92	20 00	3,407 92
Insurance.....	5,152 79	8,432 21	13,585 00
Expense of Fast Freight Lines.....		1,363 41	1,363 41
Rents for Tracks, Yards and Terminals.....	2,375 00	2,011 66	4,386 66
Rents not otherwise provided for.....	16,339 45	40,688 17	57,027 62
Legal Expenses.....	1,998 48	2,392 06	4,390 54
Stationery and Printing.....	4,980 09	6,832 11	11,812 20
Other General Expenses.....	90 20	259 61	349 81
Total.....	\$50,639 90	\$91,357 67	\$141,997 57

OPERATING EXPENSES,—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Recapitulation of Expenses :			
Maintenance of Way and Structures.....	\$109,134 69	\$171,220 45	\$ 280,355 14
Maintenance of Equipment.....	82,522 21	140,656 54	223,178 75
Conducting Transportation.....	372,288 35	642,729 10	1,015,017 45
General Expenses.....	50,639 90	91,357 67	141,997 57
Grand Total.....	\$614,585 15	\$1,045,963 76	\$1,660,548 91

The books have not been so kept as to show the Operating Expenses in the State of Vermont.

RENTALS PAID.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Rensselaer and Sara- toga.....	\$140,000 00	\$732,476 00	\$ 1,000 00	\$873,476 00
Albany and Vermont. New York Central and Hudson River Rail- road.....			20,000 00	20,000 00
Rutland and Whitehall Saratoga and Schen- ectady.....			2,500 00	2,500 00
			15,492 00	15,492 00
			31,750 00	31,750 00
Total Rents.....				\$943,218 00

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation and Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Yards:			
Town of Rutland, Vt.	Central Vermont R. R.....	\$2,750 00	
" "	Bennington & Rutland R.R.	636 66	
City of Albany, N. Y.	N. Y. C. & H. R. R. R. Co..	1,000 00	\$4,386 66
Grand Total Rents			\$4,386 66

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890.		June 30, 1891.	Year Ending June 30, 1891.
Total.	Assets.	Total.	Increase.
\$1,232,028 80	Cost of Equipment	\$2,234,044 69	\$1,002,015 89
\$557,004 48	Materials and Supplies.....	564,994 21	7,989 73
\$1,789,033 28	Grand Total.....	\$2,799,038 90	\$1,010,005 62

June 30, 1890.		June 30, 1891.	Year Ending June 30, 1891.
Total.	Liabilities.	Total.	Increase.
\$1,789,033 28	Current Liabilities.....		
	Delaware and Hudson Canal Company.....	\$2,799,038 90	\$1,010,005 62
\$1,789,033 28	Grand Total.....	\$2,799,038 90	\$1,010,005 62

IMPORTANT CHANGES DURING THE YEAR.

Decrease in mileage on the Mechanicville and Fort Edward Railroad now operated by the Fitchburg Railroad Company of.....	2.86
And .2 of a mile of the branch of the Saratoga and Whitehall running to the Vermont State Line, included in the 2nd track of the Main Line.....	.20
	3.06

CONTRACTS, AGREEMENTS, ETC.

National Express Company which pays for local freight $1\frac{1}{2}$ first-class tariff rates; between New York and Rutland, Vt., and Rouse's Point, N. Y., $\frac{2}{3}$ first-class rates; between other competing points, 1st class; also 10 per cent of its profits.

Mails are transported for the compensation fixed by the Government.

Wagner Palace Car Company which is paid 3 cents per mile run for sleeping cars and 1 cent per mile for drawing room cars.

Pullman Palace Car Company which is paid 3 cents per mile run.

The Western Union Telegraph Company receives 50 per cent of the revenue business of the lines on this road which are owned and operated by the railroad company, with the exception of one wire from Eagle Bridge to Castleton, $47\frac{5}{100}$ miles, which is owned by the Western Union Telegraph Company and operated by the railroad company, the telegraph company's share of receipts being same as on the rest of line.

The following statement relates to the entire line:

EMPLOYES AND SALARIES.

Class.	Number	Total Number of Days Worked	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	4	1,252	\$ 13,125 18	10 49
General Office Clerks.....	42	13,146	24,130 54	1 84
Station Agents.....	102	31,926	67,983 48	2 13
Other Station Men.....	217	67,921	103,450 35	1 52
Enginemen.....	77	24,101	93,104 08	3 86
Firemen.....	77	24,101	53,634 34	2 23
Conductors.....	45	14,085	39,729 14	2 82
Other Trainmen.....	194	60,723	113,314 89	1 87
Machinists.....	75	23,475	46,829 52	1 99
Carpenters.....	107	33,491	67,789 13	2 02
Other Shopmen.....	216	67,608	107,776 53	1 59
Section Foremen.....	59	18,467	32,886 00	1 78
Other Trackmen.....	508	159,004	174,345 60	1 10
Switchmen, Flagmen and Watchmen.....	130	40,690	60,881 97	1 50
Telegraph Operators and Dis- patchers.....	38	11,894	28,227 67	2 37
All other Employes and Laborers.....	383	119,879	179,460 67	1 50
Total.....	2,274	711,762	\$1,206,669 09	\$ 1 70
Less "General Officers".....	4	1,252	13,125 18	10 49
Total.....	2,270	710,510	\$1,193,543 91	\$1 68
Distribution of Above :				
General Administration.....	46	14,398	\$ 37,255 72	2 59
Maintenance of Way and Structures.....	784	245,392	333,345 68	1 36
Maintenance of Equipment.....	561	175,593	275,309 77	1 51
Conducting Transportation.....	883	276,379	560,757 92	2 03
Total.....	2,274	711,762	\$1,206,669 09	\$ 1 70
Less "General Officers".....	4	1,252	13,125 18	10 49
Total.....	2,270	710,510	\$1,193,543 91	\$1 68

The Traffic and Mileage statement following, relates to the entire line, and was inadvertently copied there. That for the State can not be given, no record having been made during the progress of the business.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mi ls.
Passenger Traffic :				
Number of passengers car- ried earning revenue.	2,165,635			
Number of passengers car- ried one mile.....	35,000,193			
Average distance carried....	16.16			
Total passenger revenue....		841,450	87	
Average amount received from each passenger.....			38	8.54
Average receipts per pas- senger per mile.....			02	4.04
Estimated cost of carrying each passenger one mile....			01	7.55
Total passenger earnings....		932,933	40	
Passenger earnings per mile of road.....		4,864	09	
Passenger earnings per train mile.....		1	18	9.87
Freight Traffic :				
Number of tons carried of freight earning revenue ..	2,343,091			
Number of tons carried one mile.....	117,340,779			
Average distance haul of one ton.....	50.08			
Total freight revenue.....		1,572,780	51	
Average amount received for each ton of freight.....			67	1.24
Average receipts per ton per mile.....			01	3.40
Estimated cost of carrying one ton one mile.....			00	8.91
Total freight earnings.....		1,572,780	51	
Freight earnings per mile of road.....		7,200	11	
Freight earnings per train mile.....		2	70	9.31

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Continued.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight :				
Passenger and freight revenue.....		2,414,231	38	
Passenger and freight revenue per mile of road		12,587	23	
Passenger and freight earnings.....		2,505,713	91	
Passenger and freight earnings per mile of road.....		13,064	20	
Gross earnings from operation.....		2,565,511	87	
Gross earnings from operation per mile of road.....		13,375	97	
Expenses.....		1,660,548	92	
Expenses per mile of road		8,657	71	
Train Mileage :				
Miles run by passenger trains.....	772,125			
Miles run by freight trains..	544,702			
Miles run by mixed trains..	47,744			
Total Mileage Trains Earning Revenue	1,364,571			
Miles run by switching trains.....	564,823			
Miles run by construction and other trains.....	31,642			
Grand Total Train Mileage.....	1,961,036			
Mileage of loaded freight cars				
—North or East.....	6,123,426			
Mileage of loaded freight cars				
—South or West.....	5,209,257			
Mileage of empty freight cars				
—North or East.....	1,582,070			
Mileage of empty freight cars				
—South or West	1,294,421			
Average number of freight cars in train.....	24			
Average number of loaded cars in train.....	19			
Average number of empty cars in train.....	5			
Average number of tons of freight in train.....	202.13			
Average number of tons of freight in each loaded car.....	10.35			

Entire Line same as above.

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Con'ect'ng Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....	31,300	18,798	50,098	02.14
Flour.....	9,729	15,739	25,468	01.09
Other Mill Products.....	10,855	11,911	22,766	00.97
Hay.....	7,697	5,857	13,554	00.58
Tobacco.....	623	452	1,075	00.04
Cotton.....	2,815	2,620	5,435	00.23
Fruit and Vegetables.....	25,986	4,768	30,754	01.31
Products of Animals :				
Live Stock.....	2,322	3,815	6,137	00.26
Dressed Meats.....	600	5,210	5,810	00.25
Other Packing-house Products.....	18,710	3,176	21,886	00.93
Poultry, Game and Fish.....	478	227	705	00.03
Wool.....	1,659	1,521	3,180	00.14
Hides and Leather.....	2,638	3,092	5,730	00.24
Products of Mines :				
Anthracite Coal.....	712	582,905	583,617	24.91
Bituminous Coal.....	10,414	150,196	160,610	06.85
Coke.....	65	46,190	46,255	01.98
Ores.....	510	334,981	335,491	14.32
Stone, Sand and other like articles.....	204,520	69,049	273,569	11.68
Products of Forest :				
Lumber.....	32,795	115,058	147,853	06.31
Manufactures :				
Petroleum and other Oils.....	7,590	11,171	18,761	00.80
Sugar.....	7,398	832	8,230	00.35
Naval Stores.....		43	43	00.00
Iron, Pig and Bloom.....	1,983	60,019	62,002	02.65
Iron and Steel Rails.....	6,956	12,137	19,093	00.81
Other Castings and Machinery.....	3,440	5,171	8,611	00.37

FREIGHT TRAFFIC MOVEMENT.—Continued.

Commodity.	Freight Origin- ating on this Road. Whole Tons.	Freight Received from Con'ect'ng Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Bar and Sheet Metal.....	10,383	4,517	14,900	00.64
Cement, Brick and Lime.....	48,579	4,425	53,004	02.26
Agricultural Implements.....	716	453	1,169	00.05
Wagons, Carriages, Tools, etc.	727	671	1,398	00.06
Wines, Liquors and Beers....	10,403	822	11,225	00.48
Household Goods and Furni- ture.....	2,798	2,291	5,089	00.22
Other Manufactured Articles.	125,393	61,069	186,462	07.96
Merchandise.....	9,310	15,600	24,910	01.06
Miscellaneous: Other commo- dities not mentioned above.	82,303	105,898	188,201	08.03
Total Tonnage.....	682,407	1,660,684	2,343,091	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives :						
Passenger.....	3	53	53	Westinghouse.		
Freight.....	10	42	42	"		
Switching.....	3	10				
Total Locomotives.....	16	105	95		None.	
Cars in Passenger Service :						
First-class Passenger Cars.....	6	117	117	Westinghouse.	117	Miller.
Second-class Passenger Cars.....		8	8	"	8	"
Baggage, Exp. and Postal Cars.....	3	38	38	"	38	"
Total.....	9	163	163		163	
Cars in Freight Service :						
Box Cars.....	250	1,099			250	{ 150 Gould. 50 Standard.
Flat Cars.....		460			10	{ 50 Trojan. Trojan.
Stock Cars.....		5				
Coal Cars.....	1,000	1,488			1000	{ 500 Standard. 500 Gould.
Total.....	1,250	3,052	None.		1,260	

DESCRIPTION OF EQUIPMENT.—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Company's Service :						
Derrick Cars.....	14	10				
Caboose Cars.....		38				
Other road Cars.....		5	3	Westinghouse.	3	Miller.
Total.....	14	53	3		3	
Total Cars Owned.....	1,273	3,268	166		1,426	
Grand Total Cars.....	1,273	3,268	166		1,426	

MILEAGE.

Line in Use.	Line Operated under Lease.	Total Mileage Operated.	New Line Construct- ed during Year.	RAILS.	
				Iron	Steel.
Miles of single track.....	191.80	191.80			191.80
Miles of second track.	50.36	50.36	11.87		50.36
Miles of yard track and sidings.....	96.07	96.07	1.96	96.07	
Total Mileage Operated (all tracks).....	338.23	338.23	13.83	96.07	242.16

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated under Lease.	Total Mileage, Excluding Trackage Rights.	RAILS.
			Steel.
New York.....	155.15	155.15	155.15
Vermont.....	36.65	36.65	36.65
Total Mileage Operated (single track).....	191.80	191.80	191.80

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Iron:						
Repair.....	94.56	62 lbs.	\$27.50	White Oak.....	123,832	\$.50
".....	36.50	60 "	27.50	Red Oak.....		.28
".....	50.11	56 "	27.50	Chestnut.....		.45
Scrap.....	23.96	56 "	23.00	Yellow Pine.....		.53
Total Iron.....	204.13		\$26.99			
Steel:						
New.....	749.88	80 lbs.	\$32.00			
".....	376.41	67 "	34.95			
Repair.....	538.99	67 "	27.50			
".....	88.21	62 "	27.50			
Scrap.....	13.87	62 "	23.00			
Total Steel.....	1767.36		\$30.96	Total.....	123,832	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	30,914	1,908	265 cords.	177 tons.	32,822	811,689	81.31
Freight	25,263	2,836	229 "	153 "	28,099	701,326	80.56
Switching	23,132		184 "	123 "	23,255	564,823	82.34
Construction	17,597	21	142 "	94 "	17,712	432,595	81.89
Total	96,906	4,765	820 cords.	547 tons.	102,218	2,510,433	81.43

Average cost at distributing point : Anthracite coal, \$3.44 ; Bituminous coal, \$2.81 ; Hard wood, \$3.88.

ACCIDENTS TO PERSONS.

EMPLOYEES.

Trainmen: (1) Trainman struck and killed while sitting asleep on track.

(1) Trainman injured; knocked down by engine backing through Troy depot.

(2) Trainman injured; struck by switch engine

(3) Trainman injured; struck by Belt Line train.

(4) Trainman injured; jumped from Belt Line train in front of train 12.

Flagmen: Killed; run over by switch engine.

Other Employees :

(1) Laborer, Italian, killed in attempting to jump on gravel train.

(2) Section laborer killed; stepped on track in front of train.

(3) Section laborer killed; stepped on track in front of train.

(4) Track walker found dead; evidently struck and killed by train.

(1) Laborer, Italian, slightly injured; struck by train while crossing bridge near Fort Edward.

Trainmen: (1) Trainman injured, right arm fractured; was urinating between two cars which were pushed together by switch engine.

(2) Trainman injured; leg broken while throwing switch.

(3) Trainman injured; caught between side of car and switch shanty, while getting down from top of car.

(4) Trainman injured; squeezed between car and corner of building.

Other Employees :

(1) Baggage-master injured; struck by semaphore while looking out of baggage car door.

(2) Engineer injured; foot crushed between cross-heads and driving rods, while out on engine locating trouble with mechanism.

(3) Laborer, Italian, injured; squeezed between car and tie while loading ties on gravel train.

PASSENGERS AND OTHERS.

Passengers and Others :

One passenger:

Woman, injured by falling lamp in Pullman car.

Trespassing: (1) Man killed, walking on track; struck by train 30.
 (2) Two boys killed, playing on track; struck by train 78.
 (3) Man killed; fell from freight train, stealing a ride.
 (4) Man killed, intoxicated; got into one of the cars of a freight train switching at W. Pawlet, fell out of car and was crushed between side of car and stone wall.

1. Man injured, while walking on track, by train No. 33.
2. Man injured, leg cut off; attempted to jump on train.
3. Man injured, tramp, attempting to jump on train.
4. Man injured; fell from train, stealing a ride.
5. Man injured, walking on track; struck by engine of freight train.
6. Man injured; struck while attempting to cross track ahead of train.
7. Woman injured; struck while attempting to cross track ahead of train.

Not Trespassing :

1. Man killed, employed by Wallace & Co.'s circus; struck by overhead bridge.
2. Man killed, attempting to get on train passing through street, Albany.
1. Man injured; struck while walking on track.
2. Man injured, attempting to get on engine in motion; was employed by contractor constructing second track.
- (1) Two men injured; struck while driving over Barnes' bridge, Green Island. No partition between track and roadway.
- (5) Man injured; attempted to jump on train passing through street, Albany.

OTHER CAUSES.

Trespassing: 1. Boy injured; foot crushed, playing with turn-table.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAG- MEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.		Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling.....	---	25	---	---	---	---	---	25
Falling from Trains and Engines.....	---	3	---	---	1	1	1	4
Overhead Obstructions.....	---	2	---	---	---	---	---	2
Collisions.....	---	1	---	---	---	---	---	1
Other Train Accidents.....	1	4	---	1	4	1	6	5
At Highway Crossings.....	1	---	---	---	---	---	1	---
At Stations.....	---	---	---	---	---	1	---	1
Other causes.....	---	4	---	---	---	3	---	7
Total.....	2	39	---	1	5	6	8	45
OTHERS.								
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		Total.	
	Injured.	---	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	2	---	---	---	---	---	---	---
Derailments.....	1	---	---	---	---	---	---	---
Other Train Accidents.....	1	---	5	7	2	5	7	12
At Highway Crossings.....	---	---	---	---	3	7	3	7
At Stations.....	1	---	1	---	---	---	1	---
Other Causes.....	---	---	---	1	---	---	---	1
Total.....	5	---	6	8	5	12	11	20

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line.	Length of Straight Line.	ASCENDING GRADES.			DESCENDING GRADES.			
						Length of Level Line.	Number.	Sum of Ascents.	Aggre- gate Length of Ascending Grades.	Number.	Sum of Descents.	Aggre- gate Length of Descending Grades.
				Miles.	Miles.	Miles.	Feet.	Miles.	Feet.	Miles.	Feet.	Miles.
Albany	Lake Champlain	79.14	106	20.04	59.10	18.97	45	658	29.20	37	514	30.97
West Troy	Green Island	1.08	3	.59	.49	.45	1	6	.21	3	16	.42
Troy	Waterford Junction	5.59	10	1.48	4.11	2.26	8	30	1.92	6	21	1.41
Schenectady	Ballston	14.97	13	3.80	11.17	1.74	7	87	8.67	7	36	4.56
Fort Edward	Caldwell	15.12	67	7.68	7.44	2.52	10	526	7.34	8	331	5.26
Whitehall	State Line	6.63	13	2.60	4.03	.94	4	238	4.91	3	17	.78
State Line	Castleton	6.83	11	1.84	4.99	1.55	8	126	3.68	3	38	1.60
Eagle Bridge	Rutland	62.44	64	13.80	48.64	11.56	28	811	28.50	14	702	22.38
Total		191.80	287	51.83	139.97	39.99	111	2,482	84.43	81	1675	67.38

CHARACTERISTICS OF ROAD.—Continued.

Bridges :

	Number.	Aggregate Length.	Minimum Length.	Maximum Length.
Iron	95	11,335 ft.	12 ft.	1478 ft.
Wooden	9	1,183 ft.	18 ft.	456 ft.
Total	104	12,518 ft.		

Trestles :

Number, 6; aggregate length, 4,347 feet; minimum length, 49 feet; maximum length, 328 feet.

Tunnels :

Number, 1; length, 1,188 feet.

Overhead Highway Crossings :

Bridges, 11; height of lowest above surface of rail, 15 feet, 2 inches.

Overhead Railway Crossings :

Bridges, 2; height of lowest above surface of rail, 14 feet, 5 inches.

Tunnel, 1; Height above surface of rail, 16 feet.

Gauge of Track—4 feet, 8½ inches, entire line.

Telegraph :

Owned by this Company, 119.17 miles of line ; 337.48 miles of wire.

Owned by Western Union Company, operated by Delaware and Hudson Canal Company 47.56 miles of line and wire.

PRIVATE COMPANIES AND LINES ON DELAWARE & HUDSON
CANAL COMPANY RAILROAD,

For Year Ending June 30, 1891.

American Oil Company,
 American Oil Works,
 American Live Stock Transportation Company,
 American Refrigerator Transit Company,
 American Tank Line,
 Anglo American Provision Company,
 Armour Packing Company,
 Armour Refrigerator Line,
 Arms Palace Horse Car Company,
 Blue Line,
 Burton Stock Car Company,
 California Fruit Transportation Company,
 Calumet and Hecla Mining Company,
 Calumet Iron and Steel Company,
 Calumet Canning Company,
 Canada Cattle Car Company,
 Canada Southern Line,
 Canadian Pacific Despatch,
 Century Oil Company,
 Chicago Refrigerator Car Company,
 Cleveland Refining Company,

Climax Gasoline Company,
Continental Refining Company,
Complanter Tank Line,
Crystal Oil Works,
Cudahy Milwaukee Refrigerator Line,
Dodd, Jacob and Sons, Dress Beef Line,
Eagle Consolidated Refining Company,
Ellsworth, J. W. , and Company,
E. S. Joy and Company,
Emery Manufacturing Company,
Empire Line,
Empire Oil Works,
Erie Despatch,
F. A. Cutting,
Freedom Oil Works,
Genessee Oil Works,
Gilbert Car Manufacturing Company,
Goodell Refining Company,
Great Eastern Line,
Green Line,
Hammond Refrigerator Line,
Harris, De Groat and Company,
Havens, C. B., and Company,
Holmes and Adams,
Independent Refining Company,
International Oil Works,
International Packing Company,
Iron Car Express Coal Line,
J. G. Hurlburt,
Kanawha Valley Rolling Stock Company,
Kansas City Refrigerator Car Company,
Kentucky Southern Oil and Gasoline Company,
Keystone Palace Horse Car Company,
Levi Smith,
Manhattan Oil Company,
Mather Horse and Stock Car Company,
Matton Manufacturing Company,
Merchant Despatch Transportation Company,
Merriam and Morgan Paraffine Company,
Midland Line,
Montgomery Palace Stock Car Company,
Morris and Company, Refining Line,
Municipal Gas Company,
Mutual Oil Company,
National Despatch Line,
National Linseed Oil Company,
National Oil Company,
Paragon Refining Company,
Peerless Tank Line.
Pennsylvania Coal Company,
Pennsylvania Gas Coal Company,
Pennsylvania Refining Company,
Polar Refrigerator Car Company,
Red Line,
Rend, W. P., and Company,

Rankin, W. H.
 Sheboygan Chair Company,
 Southern Iron Car Line,
 Standard Oil Company,
 Standard Tiffany Refrigerator Car Company,
 Swift's Refrigerator Transit Company,
 The Cudahy Refrigerator Line,
 The Sun Oil Line,
 Tide Water Oil Company,
 Tracy and Wilson,
 Tropical Transportation Company,
 The United Collieries Company,
 Union Line,
 Union Refrigerator Transit Line,
 Washington Refining Company,
 Wells, T. E., and Company,
 Westmoreland Coal Company,
 White Line,
 Washington Gasoline Company,
 Wick, H. K., and Company,
 Barnhardt Steam Shovel Company,
 Borne, Schrimsher and Company,
 Clearfield Consolidated Coal Company.
 Delaware Oil Company,
 Drake, Stratton and Company,
 Lipton Express Refrigerator Line,
 Lima Oil Company,
 Live Poultry Transportation Company,
 Louisiana Electric Light and Power Company,
 Menasha Wooden Ware Company,
 Michigan Salt Line,
 Muir Oil Company,
 Page Lumber Company,
 Polar Equipment and Transportation Company,
 Racine Wagon and Carriage Company,
 Shawnee Oil Company,
 St. Charles Car Company.

STATE OF NEW YORK, }
 City and County of Albany. } ss:

I, the undersigned, Horace G. Young, Second Vice-President of the Delaware and Hudson Canal Company, on my oath do say that the foregoing return has been prepared from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief, and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained

in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

H. G. YOUNG, *Second Vice-President.*

Subscribed and sworn to before me,
this 29th day of September, 1891.

W. F. RATHBONE,

Notary Public.

STATE OF NEW YORK, }
County of New York, } ss.

I, the undersigned, James C. Hartt, Treasurer of the Delaware and Hudson Canal Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JAMES C. HARTT, *Treasurer.*

Subscribed and sworn to before me,
this 18th day of September, 1891. by
James C. Hartt, Treasurer.

FRANK WALLING,

Notary Public, N. Y. Co.

ANNUAL REPORT
OF THE
FAIR GROUND RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report: Fair Ground Railroad Company.

Date of organization: April, 1890.

Organized under General Laws of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.
J. C. Parker.....	Quechee.....
J. G. Porter.....	Woodstock.....
F. S. McKenzie.....	Woodstock.....
W. S. Dewey.....	Quechee.....
Geo. W. Smith.....	White River Junction.....

Total number of stockholders at date of last election: Eighteen. (18).

Date of last meeting of stockholders for election of directors: Dec. 19, 1890.

Post-office address of general office: White River Junction.

OFFICERS.

President—Geo. W. Smith, White River Junction, Vt.

First Vice-President—James G. Porter, Woodstock, Vt.

Treasurer—J. L. Bacon, White River Junction, Vt.

General Manager—James G. Porter, Woodstock, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.	
	From	To
Fair Ground Railroad Company.	A point in Woodstock Railway Billings Park; about 3,740 feet. about one-half mile from White Sidings about 1,543 feet. River Junction.	

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Out- standing.
Capital Stock : 100 Shares Common-----	100	\$100 00	\$10,000 00	\$4,900 00
Manner of Payment for Capital Stock.	Number of Shares Issued During Year.		Cash Realized on Amount Issued During Year.	
Issued for Cash : 50 Shares Common-----	50		\$5,000 00	
Dividends declared during year : None.				

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Rate of Interest.	When Payable.
Mortgage.....	\$3,000 00	6%	10 years from date.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.
Mortgage.....	\$3,000 00	\$3,000 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1891.
Construction :	
Right of Way.....	\$ 436 25
Fences.....	229 45
Grading and Bridge and Culvert Masonry.....	2,185 40
Rails.....	2,769 52
Ties.....	739 49
Engineering Expenses.....	230 33
Records and Counsel.....	29 05
Other items.....	1,886 15

We have no separate accounts of construction and operating, so cannot classify as asked for.

We keep only a cash account so cannot classify as to income account.

We have only a debtor and creditor cash account, and we have not got it in shape so that we can give revenue.

No separate account of operating expenses.

We have no salaried officers.

No account kept of passengers and freight, and train mileage.

No equipment owned by Fair Ground Railroad Company.

No renewals of ties and rails.

No accidents.

The road is all curves, some pretty sharp, and the grade is over 200 feet to the mile.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length. Feet.
Wooden.....	1	10

Gauge of Track—Standard. Telegraph—None.

Fair Ground Railroad is a short spur 3,740 feet long; was built to carry passengers and articles for exhibition to Billings Park; is operated only at the time there is meetings and exhibition and is operated with rolling stock and help from other roads hired by the Fair Ground Railroad. No regular books have been kept and the items on the cash Book are not specified so that questions asked can be answered.

STATE OF VERMONT, }
County of Windsor, } ss.

I, the undersigned, Geo. W. Smith, President of the Fair Ground Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

GEO. W. SMITH, *President.*

Subscribed and sworn to before
me this 14th day of November,
1892.

ALFRED E. WATSON,
Notary Public.

ANNUAL REPORT

OF THE

FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report: Fitchburg Railroad Company.

Date of organization: March 3, 1842.

Organized under the Laws of the State of Massachusetts.

The Fitchburg Railroad, chartered March 3, 1848, was completed between Cambridge and Fitchburg, March 5, 1845. In 1848 the road was extended into Boston. The Peterborough and Shirley was opened in 1850, leased for ten years, and purchased in 1860. The Vermont and Massachusetts Railroad was leased January 1, 1874, for a period of 999 years, the consideration being as follows:

Organization expenses.....	\$ 3,000,	payable	quarterly.
5 per cent on \$1,000,000 Bonds....	50,000,	"	Nov. and May.
6 per cent on 3,193,000 Stock.....	151,580,	"	Oct. and April.

If this road is surrendered, the expenditures made by the lessee for additions and betterments, are to be refunded to said lessee.

The Boston, Barre and Gardner Railroad was taken possession of under a temporary operating contract, March 7, 1885. It was merged July 1, 1885, its stock being exchanged in the proportion of ten shares of Boston, Barre and Gardner stock for one share of Fitchburg stock, and its liabilities being assumed by the Fitchburg Railroad Company. The Ashburnham Railroad was purchased April 22, 1885.

The Troy and Greenfield Railroad and Hoosac Tunnel was consolidated with the Fitchburg Railroad Company, Feb. 1, 1887, under the provisions of Chapter 279 of the Acts of the Commonwealth of Massachusetts for the year 1885. The Hoosac Tunnel Dock and Elevator Company, an auxiliary corporation chartered under the Laws of the Commonwealth of Massachusetts, April 29, 1879, owning wharves, elevators and warehouses and engaged in handling and stowing freight, sold all its real and personal property of every kind and description to the Fitchburg Railroad Company, April 15, 1887.

The Troy and Boston Railroad Company, a corporation of the State of New York, was consolidated with the Fitchburg Railroad Company May 3, 1887, under the Laws of the State of New York and the Commonwealth of Massachusetts. By this consolidation the following leases in force with the Troy and Boston Railroad Company were assumed:

Troy and Bennington Railroad, Hoosac Junction to Vermont State Line, owned by the Troy and Bennington Railroad Company, a corporation of the State of New York, leased at an annual rental of \$15,400. Lease expires May 27, 1901.

The Boston, Hoosac Tunnel and Western Railway, and its leased line, the Troy, Saratoga and Northern Railroad, were purchased June 1, 1887.

The Cheshire Railroad was consolidated with the Fitchburg Railroad, Oct. 1, 1890, under the provisions of Chapter 389 of the Acts of the Commonwealth of Massachusetts for the year 1887, and under an Act of the State of New Hampshire in 1887. The Cheshire Railroad Company operated the Monadnock Railroad under lease and by virtue of consolidation, this company became the lessee and has since by virtue of Chapter 48 of the Acts of the Commonwealth of Massachusetts in the year 1891, purchased all the stock of the Monadnock Railroad Company.

ORGANIZATION.

Names of Directors.	Post-Office Address.
Henry S. Marcy.....	Boston, Mass.....
Robert Codman.....	".....
Rodney Wallace.....	Fitchburg.....
Charles T. Crocker.....	".....
John Quincy Adams.....	Quincy.....
David P. Kimball.....	Boston.....
Albert C. Houghton.....	North Adams.....
Augustus Kountze.....	New York City.....
Frederick L. Ames.....	Easton.....
George Heywood.....	Concord.....
Wm. Seward Webb.....	New York City.....
Francis Smith.....	Rockland, Me.....
Wm. H. Hollister.....	New York City.....
Wm. A. Russell.....	Lawrence.....
Edward C. Thayer.....	Keene, N. H.....

Total number of stockholders at date of last election : 4,334.

Date of last meeting of stockholders for election of directors : Sept. 24, 1890.

Post-office address of general office : Boston, Mass.

Post-office address of operating office : Boston, Mass.

OFFICERS.

President—Henry S. Marcy, Boston, Mass.

Treasurer—Daniel A. Gleason, Boston, Mass.

Attorney, or General Counsel—George A. Torrey, Boston, Mass.

General Auditor—C. S. Anthony, Boston, Mass.

General Superintendent—John Adams, Boston, Mass.

Division Superintendent—J. R. Hartwell, Boston, Mass.

Division Superintendent—J. Frank Adams, Fitchburg, Mass.

Division Superintendent—J. Crandell, Troy, N. Y.

Superintendent of Telegraph—E. A. Smith, Boston, Mass.

General Traffic Manager—John Whitmore, Boston, Mass.

General Freight Agent—A. S. Crane, Boston, Mass.

General Passenger Agent—James R. Watson, Boston, Mass.

General Baggage Agent—George F. Foye, Boston, Mass.

Purchasing Agent—George J. Fisher, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Fitchburg Railroad	Boston	Fitchburg	50.00	249.25
	Greenfield	Troy, N. Y.	84.41	
	Ashburnham Junction	Bellows Falls	53.62	
	Mass. and Vt. State Line	Rotterdam, N. Y.	61.23	
Fitchburg Railroad	Ice Track	in Boston	.68	123.33
	Cambridge	Waltham	6.60	
	South Acton	Marlboro	12.42	
	Ayer Junction	Greenville, N. H.	23.63	
	Ashburnham Junction	Ashburnham	2.59	
	Winchendon	Worcester	36.00	
	Winchendon	Peterboro, N. H.	15.80	
	Saratoga Junction	Saratoga and Schuylerville	25.53	
Vermont and Massachusetts R. R.	Fitchburg	Greenfield	56.00	63.84
	Turner's Falls Junction	Turner's Falls	2.80	
	Hoosac Junction	White Creek	5.04	
Troy and Bennington				
Total,				436.32.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding	Dividends Declared Dur- ing Year.	
					Rate.	Amount.
Common -----	70,000	\$ 100 00	\$ 7 000	\$ 7,000		
Preferred -----	164,976	100 00	16,497,600	16,497,600	3½%	562,749 70
Total -----	234,976		\$23,497,600	\$23,497,600		
Manner of Payment for Capital Stock.	Total Number of Shares Issued.		Total Cash Real- ized.		REMARKS.	
Issued for Cash : Pref.	54,994		\$5,499,400		For purchase of B., H. T. & W. Ry. per terms of { agreement dated May 4, 1887 For purchase Monadnock Railroad. For purchase of Hoosac Tunnel, Dock and Elevator.	
" for Purchased roads :	20,000		2,000,000			
Monadnock Railroad	35,805		3,580,500			
Dock -----	975		97,500			
	15,125		1,512,500		In accordance with agreement with Commonwealth { of Massachusetts for T. & G. N. and Hoosac Tunnel { Troy and Boston Railroad Consolidation. Boston, Barre and Gardner Railroad Consolidation. Cheshire Railroad Consolidation.	
Issued for Consolidation	50,000		5,000,000			
Common --	17,622		1,762,200			
Preferred --	18,333		1,833,300			
" "	872		87,200			
" "	26,250		2,625,000			
Total -----	234,976		\$23,497,600			

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Author- ized Issue.	Amount Is- sued and Cash Realized.	Rate Per Cent.	INTEREST.		
	Date of Issue.	When Due.				When Payable.	Amount Accrued During Year.	Amount Matured During Year.
Fitchburg Railroad Bonds.....	April 1, 1874	20 yrs.	\$ 500,000	\$500,000	7	April & Oct.	\$35,000	\$34,790
	Oct. 1, 1877	"	500,000	500,000	6	"	30,000	29,910
	" 1879	"	500,000	500,000	5	"	25,000	24,675
	" 1880	"	500,000	500,000	5	"	25,000	24,950
	" 1881	"	500,000	500,000	5	"	25,000	25,025
	April 1, 1882	"	500,000	500,000	5	"	25,000	25,000
	" 1883	"	500,000	500,000	5	"	25,000	24,850
	Mch. 1, 1884	"	500,000	500,000	4	Mch. & Sept.	20,000	19,880
	June 1, 1885	"	500,000	500,000	4	June & Dec.	20,000	20,540
	Feb. 1, 1887	50 yrs.	5,000,000	5,000,000	3	Feb. & Aug.	150,000	150,000
	April 1, 1887	20 "	1,500,000	1,500,000	4	April & Oct.	60,000	59,860
	Sept. 1, 1887	10 "	3,000,000	2,250,000	4½	Mch. & Sept.	101,250	101,610
	May 1, 1888	20 "	2,000,000	2,000,000	5	May & Nov.	100,000	101,750
	Mch. 1, 1889	10 "	750,000	750,000	5	Mch. & Sept.	37,500	37,225
	June 1, 1890	10 "	500,000	390,000	5	June & Dec.	2,976 39	851 39
	" 30	"	500,000	500,000	4	"	10,743 84	8,856 67
	July 1, 1876	20 "	---	250,000	6	Jan. & July	11,250	8,750
	" 1878	20 "	---	550,000	6	"	24,750	7,875
	" 1874	50 "	---	577,000	7	"	20,195	
	April 1, 1873	20 "	---	91,300	7	April & Oct.	6,391	6,317 50
	" 30	"	---	299,700	5	"	14,985	15,285
	July 1, 1875	20 "	---	186,300	3	Jan. & July	5,589	5,559
	" 30	"	---	57,300	6	"	3,438	3,428
	Sept. 1, 1883	30 "	2,000,000	1,400,000	5	Mch. & Sept.	70,000	70,000
	April 5, 1887	5 "	---	500,000	4	April & Oct.	20,000	20,000
Grand Total.....			\$19,750,000	\$20,801,600			\$69,067 73	\$21,997 56

*Assumed from January 1, 1891.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage Bonds	\$20,801,600	\$20,801,600		
	\$20,801,600	\$20,801,600	\$869,067 73	\$821,997 56

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1891	
Cash	\$ 206,396 35	Loans and Bills Payable	\$ 675,000 00
Bills Receivable	178,015 00	Audited Vouchers and Accounts	243,915 35
Due from Agents	571,086 96	Wages and Salaries	96,584 24
Net Traffic Balances due from other Companies	253,345 10	Net Traffic Balances due to other Companies	429,235 43
Due from Solvent Companies and Individuals	151,128 80	Dividends not Called for	231,948 70
Other Cash Assets (excluding "Materials and Supplies") *	1,470,313 55	Matured Interest Coupons Unpaid (including Coupons due July 1)	55,444 00
		Rentals due July 1	750 00
		Balance—Cash Assets	1,097,408 04
Total	\$2,830,285 76	Total	\$2,830,285 76

* Materials and Supplies on hand, \$1,012,418.09.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To Railroads.	To Other Prop- erties.	Miles	Amount.
Capital Stock.....	\$23,497,600	\$21,985,100	\$1,512,500	372 48	\$63,084 19
Bonds.....	20,801,600	20,301,600	500,000	"	55,846 22
Total.....	\$44,299,200	\$42,286,700	\$2,012,500	372 48	\$118,930 41

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.
Fitchburg Railroad.....	\$23,497,600	\$20,801,600	\$1,732,877 72
Peterboro' and Shirley R. R. . .			
Boston, Barre and Gardner Railroad.....			
Ashburnham Railroad.....			
Troy and Greenfield R. R. and Hoosac Tunnel.....			
Troy and Boston Railroad....			
Boston, Hoosac Tunnel and Western Railway.....			
Troy, Saratoga and Northern Railroad.....			
Southern Vermont Railroad....			
Cheshire Railroad.....			
Monadnock Railroad.....	150,800	52,000	
Troy and Bennington Railway			
Vermont and Massachusetts Railway.....	3,193,000	1,000,000	
Total carried forward.....	\$26,841,400	\$21,853,600	\$1,732,877 72

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Charged to Construction or Equip- ment.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.
Construction :			
Right of Way.....	\$ 23,545 27	\$1,540,661 79	\$1,564,207 06
Other Real Estate.....			
Fences.....			
Grading and Bridge and Culvert Masonry.....	15,006 23	873,556 79	873,556 79
Bridges and Trestles.....		463,202 19	478,208 42
Rails.....		1,267,753 36	1,267,753 36
Ties.....			
Other Superstructure.....			
Buildings, Furniture and Fixtures.....	48,651 62	1,277,963 21	1,326,614 83
Shop Machinery and Tools..		232,788 17	232,788 17
Engineering Expenses.....		50,000 00	50,000 00
Sidings and Yard Exten- sions.....		306,651 92	306,651 92
Terminal Facilities and Ele- vators, including Docks..	17,838 54	2,233 536 57	2,251,375 11
Cheshire R. R. Consolidation	3,525,000 00		3,525,000 00
Purchase of Constructed Road.....	184,650 00	24,097,910 69	24,282,560 69
Other items.....	38,253 76	1,181,288 17	1,219,541 43
Total Construction.....	\$3,852,944 92	\$33,525,312 86	\$37,378,257 78
Equipment :			
Locomotives.....	\$46,281 62	\$997,321 78	\$1,023,603 40
Sleeping, Parlor and Din- ing Cars.....	20,408 06	553,032 10	573,440 16
Baggage, Express and Pos- tal Cars.....			
Combination Cars.....			
Freight Cars.....	16,545 51	2,203,247 28	2,219,792 79
Other Cars of all classes..			
Total Equipment.....	\$83,235 19	\$3,733,601 16	\$3,816,836 35
Total Cost Construction, Equipment, etc.	\$3,936,180 11	\$37,258,914 02	\$41,195,094 13

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$6,848,286 49	
Less Operating Expenses.....	\$4,917,538 63	
Income from Operation.....		\$1,930,747 86
Interest on Bonds owned.....		2,718 00
Total Income.....		\$1,933,465 86
Deductions from Income:		
Interest on Funded Debt Accrued.....	\$869,067 73	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for..	20,216 53	
Rents.....	274,980 00	
Taxes.....	215,927 27	
Total Deductions from Income.....		1,380 191 53
Net Income.....		\$553,274 33
Dividends, 3½ per cent Preferred Stock.....	\$562,749 70	
Total.....		\$562,749 70
Deficit from Operations of Year ending June 30, 1891.....		\$ 9,475 37
Surplus on June 30, 1890.....		282,672 48
Surplus on June 30, 1891.....		\$273,197 11

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$1,953,905 73		
Less Repayments:			
Tickets Redeemed.....		\$13,728 84	
Total Passenger Revenue			\$1,940,176 89
Mail.....			61,126 31
Express.....			158,422 03
Extra Baggage and Storage.....			32,696 74
Total Passenger Earnings....			\$2,192,421 97

EARNINGS FROM OPERATION.—Continued.

Item.	Total Receipts.	Deductions Account of Repayments, Etc.	Actual Earnings.
Freight:			
Freight Revenue.....	\$4,423,960 02		
Less Repayments:			
Overcharge to Shippers.....		\$93,175 58	
Total Freight Revenue.....			\$4,330,784 44
Elevators.....			154,525 15
Other Items.....			57,115 63
Total Freight Earnings.....			\$4,542,425 22
Total Passenger and Freight Earnings.....			\$6,734,847 19
Other Earnings from Operation:			
Rents from Tracks, Yards and Terminals.....			20,250 00
Rents not otherwise provided for.....			43,899 38
Other sources.....			49,289 92
Total Other Earnings.....			\$113,439 30
Total Gross Earnings from Operation—Entire Line.....			\$6,848,286 49

No division of Earnings made between Vermont and Entire Line.

STOCKS OWNED.

Name.	Total Par Value.
Boston, Hoosac Tunnel and Western Railway Company.....	\$5,934,000 00
Troy, Saratoga and Northern Railway Company.....	726,600 00
For the above we have given 35,885 shares F. R. R. Preferred Stock and 20,000 shares F. R. R. common Stock. The value of this stock is included in the balance sheet as Cost of Road.	
Monadnock Railroad Company.....	200,000 00
For the above we gave 975 shares Preferred Stock and \$59,760 cash.	
No dividend or income received from above stocks.	

BONDS OWNED.

Boston, Barre and Gardner Railroad Company, par value, \$90,600.00 rate, 3 per cent ; income or dividend received, \$2,718.00.

RENTALS RECEIVED.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks :	* Fitchburg to Ashburnh'm Junc.....	Cheshire R'd Co.....	\$12,750	
	Shelburne Falls to Conway Junc....	N. Y., N. H. & H. Rd. Co.....	7,500	
Total.....				\$20,250 00
Terminals :				
Sundry Lands, Tenements and portions of Station Buildings....				\$43,899 38
Grand Total Rents Received.....				\$64,149 38

*From July 1 to September 30, 1890.

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$171,041 38	\$262,733 08	\$433,774 46
Renewals of Rails	28,109 11	43,030 28	71,139 39
Renewals of Ties.....	51,991 21	74,488 68	126,479 89
Repairs of Bridges and Culverts.....	18,515 21	30,020 14	48,535 35
Repairs of Fences, Road-Crossings, Signs, and Cattle Guards.....	9,496 53	14,470 34	23,966 87
Repairs of Buildings.....	44,638 95	46,306 59	90,945 54
Repairs of Docks and Wharves.....	7,637 86	10,384 33	18,022 19
Repairs of Telegraph	1,348 71	2,148 09	3,496 80
Total.....	\$332,778 96	\$483,581 53	\$816,360 49
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$116,552 95	\$182,087 15	\$298,640 10
Repairs and renewals of Passenger Cars.....	108,010 74		108,010 74
Repairs and renewals of Freight Cars.....		277,127 87	277,127 87
Shop Machinery, Tools, etc....	13,480 31	21,601 67	35,081 98
Total.....	\$238,044 00	\$480,816 69	\$718,860 69
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen..	\$180,669 28	\$364,445 60	\$545,114 88
Fuel for Locomotives.....	243,278 29	443,849 47	687,127 76
Water-supply for Locomotives.....	11,807 08	18,714 79	30,521 87
All other supplies for Locomotives.....	16,238 31	25,641 34	41,879 65
Wages of other Trainmen....	133,690 52	269,633 33	403,323 85
All other train supplies.....	17,690 92	28,308 46	45,999 38
Wages of Switchmen, Flagmen, and Watchmen.....	54,207 13	262,032 95	316,240 08
Expense of Telegraph, including Train Dispatchers and Operators.....	25,551 74	40,003 19	65,554 93

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Wages of Station Agents, Clerks, and Laborers.....	\$102,209 72	\$343,332 64	\$445,542 36
Station Supplies.....	22,370 62	12,696 19	35,066 81
Car Mileage—Balance.....	27,215 16	189,157 21	216,372 37
Loss and Damage.....	5,235 10	21,934 65	27,169 75
Injuries to Persons.....	17,654 85	25,035 90	42,690 75
Total.....	\$857,818 72	\$2,044,785 72	\$2,902,604 44
General Expenses:			
Salaries of Officers	\$26,942 99	\$44,656 49	\$71,599 48
Salaries of Clerks.....	29,826 99	69,569 28	99,396 27
General Office Expenses and Supplies.....	7,589 93	13,087 50	20,677 43
Agencies, including Salaries and Rent.....	4,747 87	250 95	4,998 82
Advertising.....	14,108 80	156 76	14,265 56
Insurance	4,614 67	16,626 73	21,241 40
Expense of Fast Freight Lines		46,045 13	46,045 13
Expense of Traffic Associations	1,727 68	3,044 27	4,771 95
Expense of Stock Yards and Elevators.....		103,235 82	103,235 82
Rents not otherwise provided for.....	5,044 44	8,455 29	13,499 73
Legal Expenses.....	6,913 48	10,826 85	17,758 33
Stationery and Printing	19,884 45	29,600 39	49,484 84
Other General Expenses.....	5,271 69	7,466 56	12,738 25
Total.....	\$126,690 99	\$353,022 02	\$479,713 01
Recapitulation of Expenses:			
Maintenance of Way and Structures	\$332,778 96	\$483,581 53	\$816,360 49
Maintenance of Equipment....	238,044 00	480,816 69	718,860 69
Conducting Transportation....	857,818 72	2,044,785 72	2,902,604 44
General Expenses.....	126,690 99	353,022 02	479,713 01
Grand Total.....	\$1,555,332 67	\$3,362,205 96	\$4,917,538 63
Percentage of Expenses to Earn- ings—Entire Line.....			71.81

No division of Expenses made between Vermont and Entire Line.

RENTALS PAID.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Vermont and Massachusetts Railroad.....	\$50,000 00	\$191,580 00	\$ 3,000 00	\$244,580 00
Southern Vermont Railroad to Dec. 31, 1890 .			6,000 00	6,000 00
Troy and Bennington Railway.....			15,400 00	15,400 00
Monadnock Railroad from Oct. 1, 1890.....			9,000 00	9,000 00
Total Rents.....	\$50,000 00	\$191,580 00	\$33,400 00	\$274,980 00

COMPARATIVE GENERAL BALANCE SHEET.

Total June 30, 1890.	Assets.	Total June 30, 1891.	Increase Yr. Ending Jun. 30, 1891.
\$33,525,312 86	Cost of Road.....	\$37,378,257 78	\$3,852,944 92
3,733,601 16	Cost of Equipment	3,816,836 35	83,235 19
	Stocks of other companies owned.....	157,260 00	157,260 00
90,600 00	Bonds of other companies owned.....	90,600 00	
1,491,000 54	Vermont and Massachusetts Improvements.....	1,532,268 57	41,268 03
2,305,742 33	Cash and Current Assets.....	2,830,285 76	624,543 43
765,663 48	Other Assets : Materials and Supplies.....	1,012,418 09	246,754 61
\$41,811,920 37	Grand Total.....	\$46,817,926 55	\$5,006,006 18

GENERAL BALANCE SHEET—*Continued.*

Total June 30, 1890.	Liabilities.	Total June 30, 1891.	Year Ending June 3, 1891.	
			Increase.	Decrease.
\$20,775,100 00	Capital Stock.....	\$23,497,600 00	\$2,722,500 00	
18,534,600 00	Funded Debt.....	20,801,600 00	2,267,000 00	
1,719,181 14	Current Liabilities ..	1,732,877 72	13,696 58	
	Accrued interest on Funded Debt not yet payable.....	233,219 00	3,291 67	
229,927 33	Accrued Taxes not yet payable.....	131,840 76	22,691 36	
109,149 40	Accrued rent of Road not yet payable...	68,545 00	3,900 00	\$
64,645 00	Improvement Fund..	79,046 96		17,598 06
96,645 02	Profit and Loss	273,197 11		9,475 37
282,672 48				
\$41,811,920 37	Grand Total	\$46,817,926 55	\$5,006,006 18	

IMPORTANT CHANGES DURING THE YEAR.

Southern Vermont Railroad purchased January 1, 1891.

Consolidated with Cheshire Railroad Oct. 1, 1891.

26,250 shares Preferred Stock issued to Cheshire stockholders, and
975 shares for new stock held by Cheshire Company.

\$390,000 Fitchburg Railroad 5% 10 year Bonds issued.

500,000 " " 4% 30 " " "

800,000 Cheshire " 6% 20 " " assumed Oct. 1, 1890.

577,000 T. and B. " 7% 50 " 1st Mtge. Bonds assumed Jan.
1, 1891.

CONTRACTS, AGREEMENTS, ETC.

The American Express Company and the National Express Company
operate over this road.

Mails are carried at certain rates per mile, based on weight as estab-
lished by the Post Office Department.

Cars of the Pullman Palace Car Company and of the Wagner Palace
Car Company run over this road.

The Greenwich and Johnsonville Railroad Company for interchange
of passengers and freight.

Western Union Telegraph Company.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.		
	From	To	Miles.
B. B. & G. R. R. 1st M't'ge 7 per cent	Worcester	Winchendon.	36
" " " 5 "	"	"	36
" " 2d " 3 "	"	"	36
" " 3d " 6 "	"	"	36
B. H. T. and W. Ry. Debrs. 5 per cent.....	Rotterdam Junction	Vt. and Mass. State Line.	61.22
T. & B. R. R. 1st M't'g'e 7 per cent....	Troy	Vt. and N. Y. State Line.	37.74

Hoosac Tunnel Dock and Elevator Company's mortgage note on Wharves, Elevator and Warehouse in Charlestown.

EMPLOYES AND SALARIES.

Class.	No.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	22	6,886	\$74,148 16	\$10 77
General Office Clerks.....	126	39,297	79,255 90	2 02
Station Agents.....	122	38,136	71,116 63	1 86
Other Station Men.....	436	136,305	253,976 20	1 86
Enginemen.....	275	89,375	308,343 75	3 45
Firemen.....	294	95,550	199,699 50	2 09
Conductors.....	225	70,328	189,975 91	2 70
Other Trainmen.....	629	196,984	371,183 72	1 88
Machinists.....	142	43,992	92,087 16	2 19
Carpenters.....	249	77,707	163,963 91	2 11
Other Shopmen.....	288	90,060	154,550 41	1 72
Section Foremen.....	94	27,966	64,477 50	2 31
Other Trackmen.....	635	192,122	275,717 35	1 43
Switchmen, Flagmen and Watchmen.....	270	84,660	122,376 57	1 45
Telegraph Operators and Dispatchers.....	100	31,300	53,844 08	1 72
All other Employes and Laborers.....	1065	338,056	609,406 54	1 80
Total (Including "General Officers")—Vermont.....	4972	1,558,924	\$3,084,123 29	1 98
Less "General Officers".....	22	6,886	74,148 16	10 77
Total (Excluding "General Officers")—Vermont.....	4950	1,552,038	\$3,009,975 13	1 94

EMPLOYEES AND SALARIES.—Continued.

Class.	No.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
Distribution of Above:				
General Administration....	148	46,183	\$ 153,404 06	\$3 32
Maintenance of Way and Structures.....	995	304,802	492,546 49	1 61
Maintenance of Equipment.....	1212	380,787	715,304 75	1 87
Conducting Transportation.....	2617	827,152	1,722,867 99	2 08
Total (Including "General Offi- cers")—Vermont.....	4972	1,558,924	\$3,084,123 29	\$ 1 98
Less "General Officers"....	22	6,886	74,148 16	10 77
Total (Including "General Offi- cers")—Entire Line.....	4950	1,552,038	\$3,009,975 13	\$1 94

Switching engines allowed five miles per hour.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	6,719,206			
Number of passengers carried one mile.....	103,817,884			
Average distance carried.....	15.45			
Total passenger revenue.....		1,940,176	89	
Average amount received from each passenger.....			28	8.8
Average receipts per passenger per mile.....			01	8.7
Estimated cost of carrying each passenger one mile.....			01	4.98

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Total passenger earnings.....		2,192,421	97	
Passenger earnings per mile of road.....		5,024	80	
Passenger earnings per train mile		1	09	3 44
Freight Traffic:				
Number of tons carried of freight earning revenue.....	4,215,024			
Number of tons carried one mile.....	437,219,636			
Average distance haul of one ton.....	104 miles.			
Total freight revenue.....		4,330,784	44	
Average amount received for each ton of freight.....		1	04	1
Average receipts per ton per mile.....			01	0.04
Estimated cost of carrying one ton one mile.....			00	7.69
Total freight earnings.....		4,542,425	22	
Freight earnings per mile of road		10,410	77	
Freight earnings per train-mile.		1	45	9.48
Passenger and Freight:				
Passenger and freight revenue		6,270,961	33	
Passenger and freight revenue per mile of road.....		14,372	39	
Passenger and freight earnings		6,734,847	19	
Passenger and freight earnings per mile of road.....		15,435	57	
Gross earnings from operation		6,848,286	49	
Gross earnings from operation per mile of road.....		15,695	56	
Expenses.....		4,917,538	63	
Expenses per mile of road....		11,270	49	
Train Mileage:				
Miles run by passenger trains..	2,005,066			
Miles run by freight trains.. }	3,112,285			
Miles run by mixed trains.. }				

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Total Mileage Trains Earn- ing Revenue.....	5,117,351			
Miles run by switching trains.....	1,126,083			
Miles run by construction and other trains.....	60,748			
Grand total train mileage....	6,304,182			
Mileage of loaded freight cars —East.....	27,263,093			
Mileage of loaded freight cars —West.....	14,693,936			
Mileage of empty freight cars —East.....	2,662,904			
Mileage of empty freight cars —West.....	17,514,615			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road. Whole Tons.	Freight Received from Connect- ing Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....	28,049	366,862	394,911	9.36
Flour.....	6,439	175,503	181,942	4.31
Other Mill Products	9,509	96,609	106,118	2.51
Hay.....	13,690	101,987	115,677	2.74
Tobacco.....	262	2,139	2,401	.06
Cotton.....	8,342	100,646	108,988	2.55
Fruit and Vegetables.....	14,426	21,643	36,068	.85

FREIGHT TRAFFIC MOVEMENT.—Continued.

Commodity.	Freight Originat- ing on this Road. Whole Tons.	Freight Received from Connect- ing Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Animals :				
Live Stock.....	15,542	318,875	334,417	7.93
Dressed Meats.....	1,929	78,236	80,155	1.90
Other Packing-house Products.....	12,469	60,718	73,187	1.73
Poultry, Game and Fish.....	2,516	3,639	6,155	.15
Wool.....	8,511	13,686	22,197	.53
Hides and Leather.....	13,557	23,616	37,173	.89
Products of Mines :				
Anthracite Coal.....		391,176	391,176	9.29
Bituminous Coal.....		394,611	394,611	9.40
Coke.....	71	13,164	13,235	.31
Ores.....	29,923	1,373	31,296	.74
Stone, Sand and like articles..	55,931	77,009	132,400	3.14
Salt.....	7,118	41,773	48,851	1.16
Products of Forests :				
Lumber.....	62,247	241,694	303,941	7.21
Manufactures :				
Petroleum and Other Oils....	7,708	40,452	48,160	1.16
Sugar.....	9,316	1,805	11,121	.27
Naval Stores.....	1,024	2,316	3,340	.08
Iron, Pig and Bloom.....	25,883	70,015	95,898	2.28
Iron and Steel Rails.....	1,005	11,016	12,021	.29
Other Castings & Machinery..	60,395	27,774	88,169	2.10
Bar and Sheet Metal.....	6,222	13,738	19,960	.47
Cement, Brick and Lime.....	91,598	39,066	130,664	3.10
Agricultural Implements.....	25,174	1,124	26,298	.62
Wagons, carriages, tools, etc..	1,845	4,949	6,794	.15
Wines, Liquors and Beers.....	6,422	12,624	19,046	.45
Household Goods and Furni- ture.....	32,539	30,365	62,904	1.50
Merchandise.....	138,625	108,278	246,903	5.87
Miscellaneous: Other commod- ities not mentioned above..	304,083	324,764	628,847	14.90
Total Tonnage—Entire Line	1,001,829	3,213,195	4,215,024	100 00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at end of Year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	17	110	102	Compressed Air.	1	Wilkins.
Freight.....	15	79	67	"		
Switching.....	2	32	9	"		
Leased.....		9				
Total Locomotives.....	34	231	169		1	
Cars in Passenger Service.....						
First-class Passenger Cars.....	15	160	160	Westinghouse.	160	Miller hook.
Combination Passenger Cars.....	6	31	31	"	31	"
Baggage Express and Postal Cars.....	11	51	51	"	51	"
Other Cars in Pass. service...Dec.	14	2	2	"	2	"
Total.....	17	244	244			
Cars in Freight Service:						
Box Cars.....	150	4,117	505	Westinghouse.	{ 96 120	{ Dowling. Safford.
Flat Cars.....	198	857½	3	"	{ 17 89	{ Cowell. Safford.

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at end of Year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Stock Cars.....	19	216	66	Westinghouse.	18	Safford.
Coal Cars.....	23	654			71	"
Other Cars.....	7	62	17	"	{ 1	Cowell.
Total.....	337	5,906½	591		{ 4	Safford.
Cars in Company's Service :					416	
Gravel Cars.....	5	177				
Derrick Cars.....		21	12	Westinghouse.		
Caboose Cars.....	13	97			6	Safford.
Other road Cars.....	13	27	18	"	2	"
Total.....	31	332	30	Westinghouse.	{ 16	Miller's hook.
Cars contributed to Fast Freight Line Service.....	31	1,642	480	"	96	Dowling.
Grand Total Cars.....	385	6,472½	621		{ 64	Safford.
					684	

MILEAGE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated
	Main Line	Branches and Spurs.		
Miles of single track...	249.25	123.23	63.84	436.32
Miles of second track...	98.51	.68	56.	155.19
Miles of third track....	1.66			1.66
Miles of yard track and sidings.....	217.90		30.19	248.09
Total Mileage Operated (all tracks).....	349.42	123.91	150.03	841.26

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Lease.	Total Mileage, Excluding Trackage Rights.
	Main Line.	Branches and Spurs.		
Massachusetts.....	104.81	74.48	58.80	238.09
New Hampshire.....	42.81	23.23		66.04
Vermont.....	12.16			12.16
New York.....	89.47	25.52	5.04	120.03
Total Mileage Operated (single track).....	249.25	123.23	63.84	436.32

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight Per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.
Steel	4,206	76 lbs.	\$31.50	Mostly Chestnut,	284,877
Total Steel	4,206	76 lbs.	\$31.50		
					Average Price at Distributing Point.
					42 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.		Hard.				
Passenger -----	60,140.3		304.10		60,343.63	2,005,066	64.70
Freight -----	132,667.0		473.15		132,982.43	3,112,285	91.86
Switching -----	20,556.7		172.00		20,671.37	1,126,083	39.46
Construction -----	786.6		9.00		792.61	60,748	26.40
Total -----	214,150.6		958.25		214,789.43	6,304,182	73.25
Average Cost at distributing point -----	\$3.16		\$4.33				

RECORD OF ACCIDENTS FOR YEAR ENDING JUNE 30, 1891.

July 4, 1890. John Conway killed while lying on the track.

July 4. John Kirwin injured in jumping from the train when it was in motion.

July 8. John Kelly killed sometime in the night. Supposed to have been lying on track. No one witnessed the accident.

July 8. At Fitchburg: Andrew Galley, a freight brakeman, had his finger crushed by being caught between the bumper of an engine and a freight car.

July 17. At Erving: John Malony, a trespasser, was struck by a freight train.

July 17. At Charlestown: R. Barkman jumped from a moving passenger train; booth feet being cut and bruised by falling under the train.

July 17. At Princeton: F. M. Gibson, a passenger riding on the platform of a passenger car, leaned out while the train was in motion. His head was struck by a water spout. Bad cut on the head.

July 19. At Fitchburg: Mrs. Mary Harkins stepped from a moving passenger train and fell to the ground. Head somewhat injured.

August 2. At Williamstown: Joseph Gagner, a trespasser, jumped from a moving freight train and fell under the wheels. Killed.

August 7. Dominick Colle, killed; stepped from one track to another to let a train pass him, when another train on the latter track struck him.

August 7. J. Canning. Injured. Fell while throwing switch and engine passed over his heel.

August 11. At Westminster: John McIntyre, stealing a ride on a freight train, fell off and was killed.

August 13. At Erving: J. A. Sargent and his grandson, Leslie Sargent, trespassers on the track, were struck by an engine and both were instantly killed.

August 15. At North Adams: James Gough, a trespasser, tried to board a moving freight train; he fell off and was killed.

August 19. At Bemis: Joseph E. Brown, a passenger, jumped from passenger train and sprained his ankle.

August 25. At Charlestown: Jeremiah Mahoney, a switchman, while throwing a switch, jammed his right hand between the switch handle and a passenger car, breaking the bones in the back of his hand.

August 30. At Baldwinville: Joseph Franklin, while stealing a ride on a freight train, fell off, the wheels going over his left foot. Foot amputated.

Sept. 2. At Charlestown: T. Wholey, a car repairer, was struck in the shoulder by a freight car, and injured his back and knee.

Sept. 2. At Lincoln: Wm. Deering, engineer, slightly injured in consequence of the parallel rods breaking and coming into the cab.

Sept. 12. Martin Callahan. Injured; struck by train while sitting on a cross-bar holding tie in position, which men had been tamping.

Sept. 13. B. W. Burdick. Injured; jumped from baggage car door and ring on his finger caught on the latch of the door and tore his finger off.

Sept. 13. At Williamstown: Robert Clark, a trespasser, while walking on the track, was struck by a train and killed.

Sept. 15. At Fitchburg: John Matson, a trespasser, while walking on the track, was struck by a train and his leg was broken.

Sept. 20. At Charlestown: Henry Raymond, a trespasser, while attempting to get on a moving passenger train, fell, and the engine passed over his arm, cutting it off.

Sept. 23. At No. Adams: Augustus Gartland, while attempting to steal a ride, fell off the train, and his right foot was crushed by the wheels.

Sept. 26. At Union Square: Mary E. Clinton, while walking on the track, was struck by an engine and instantly killed.

Sept. 30. At Williamstown: Alfred W. Card was struck and instantly killed by a freight train, while walking on the track.

October 5. At Waverly: Wm. Slater, while walking on the track, was struck by an engine. Right hand cut off and left arm broken.

Oct. 23. E. H. Perry. Injured; while climbing up between cars, "slack" came together and caught his leg, wrenching his ankle.

November 15. P. Tracy. Injured; legs cut off while trying to jump on a passenger train while in motion.

November 17. At Somerville: Charles Dean, freight conductor, while in the act of pulling a man from the track to save his life, was struck by an approaching train and badly shaken up.

November 26. E. E. Tracy. Injured; while climbing up between cars "slack" came.

November 26. At Charlestown: Adam Burney, freight conductor, while throwing a switch had his hand caught between the switch lever and moving train. Two fingers crushed.

November 29. At Miller's Falls: James McAvoy, a freight brakeman, was struck and instantly killed by a passenger train.

November 29. At Fitchburg: George S. Doe, a switchman, was run over by an engine. He died about an hour after.

November 29. At Charlestown: Clarence Rice, a trespasser, walking on the track, was struck and instantly killed by a freight train.

December 3. At Wendell: Thomas Shannon, a trespasser on the track, struck by an engine. Injuries slight.

December 16. At Waltham: C. F. Holton, a trespasser on the track, was struck by an engine. Badly shaken up.

December 18. At Union Square: Mary and Maria Morrison, while walking on the track were both struck and instantly killed by a passenger train.

Jan. 2, 1891. At Charlestown: Nelson Savorie, a trespasser on the track, was struck by an engine, fracturing his skull.

Jan. 17. At No. Adams: Michael Green, a section man, while shoveling snow from the track, was struck by an engine and slightly injured.

Jan. 25. At Athol: Frank Leonard, a trespasser on the track, was struck and instantly killed by a train.

Feb. 5. At Westminster: Willie Newell, while walking on the track was struck and instantly killed by a passenger train.

Feb. 10. Hugh Healy. Killed; was knocked down by moving cars, or fell under a moving coal car, when bolt on oil box crushed his skull.

Feb. 16. At Gardner: Chas. Bancroft, an employe of Heywood Bros. & Co., while trying to couple cars in the yard of that company, was crushed between the dead-woods. He died same day.

Feb. 16. At Cambridge: Patrick O'Brien, a trespasser, walking on track, was struck and instantly killed by an express train.

Feb. 26. At Somerville: Mrs. Ellen McManus, a trespasser, while

walking across the track, was struck by the engine of a freight train, fracturing her arm and receiving a scalp wound.

March 21. At Union Square: John Quinn, while walking on the track, was struck by an engine, breaking his leg.

March 28. At Belmont: Mrs. John Fisher fell in attempting to jump from a passenger train. Arm and side injured.

April 1. J. D. Briggs. Injured; logs on car on which he was riding, slid and caught his finger between them and the brake wheel.

April 4. At South Acton: Michael Murphy, a section man, was struck by an engine. Leg broken.

April 5. At West Acton: Frank Harris, trespasser, was caught between freight cars while walking through freight yard.

April 6. Geo. Robinson. Injured; he was struck by a train and knocked down a bank.

April 10. At Mt. Auburn: Thomas Dee, a passenger, jumped from a moving passenger train, and his finger ring caught on the door casing; his finger was badly hurt.

April 15. At Athol: Unknown man, walking on the track, was struck by an engine and instantly killed.

April 16. At Braytonville: Henry Finlay, a freight brakeman, was struck by an engine, and died within a few hours.

April 17. At North Pownal: John Murphy, a trespasser on the track, was struck and killed by a train.

April 18. At Montague: Michael Moran, a track-walker, was struck by the engine of a freight train. Fracture of the skull.

April 18. At Buckland: John Lawson, a trackman, was struck by an engine of express train. Killed.

April 26. At Shelburne Falls: Willie Connell tried to steal a ride on a moving freight car. He fell, and the wheels passed over both legs. He died same day.

April 29. At North Adams: Frank Campbell, a trespasser, was run over by a freight train in the freight yard. One foot cut off.

May 19. At Fitchburg: John Shea, trespasser on the track, was struck and instantly killed by a freight train.

May 23. At No. Adams. Frank Ladam, while walking on the track, was struck and instantly killed by a passenger train.

June 10. At Lake Pleasant: Robert Kentfield, walking on the track, was struck by an engine of passenger train, and instantly killed.

June 16. At Charlestown: John Morrison was crawling under a freight train in the freight yard, and the car wheels ran over both feet. One foot amputated.

June 28. At Shirley: James Carley, trespasser on the track, was struck and instantly killed by a train.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling.....	4	64	0	0	0	1	4	65
Falling from Trains and Engines.....	1	18	0	0	0	0	1	18
Overhead Obstructions.....	0	3	0	0	0	0	0	3
Collisions.....	0	6	0	0	0	0	0	6
Derailements.....	0	0	0	1	0	0	0	1
Other Train Accidents.....	2	2	0	0	2	5	4	7
At Highway Crossings.....	0	0	0	0	0	0	0	0
At Stations.....	0	0	0	0	0	0	0	0
Other Causes.....	0	6	1	1	1	1	2	8
Total.....	7	99	1	2	3	7	11	108

ACCIDENTS TO PERSONS.—Continued.

Kind of Accident.	OTHERS.						
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Collisions.....	0	15	0	0	0	0	0
Derailments.....	0	0	0	0	0	0	0
Other Train Accidents.....	0	1	23	14	20	1	15
At Highway Crossings.....	0	0	0	0	4	6	6
At Stations.....	0	0	0	0	0	2	2
Other Causes.....	1	7	0	0	0	0	0
Total.....	1	23	23	14	6	9	23

CHARACTERISTICS OF ROAD.

			ALIGNMENT.				PROFILE.			
			Number of Curves.	Aggregate Length of Curved Line.	Length of Straight Line.	Length of Level Line.	ASCENDING GRADES.		DESCENDING GRADES.	
From	To	Miles.		Miles.	Miles.	Miles.	Number.	Sum of Ascents.	Number.	Sum of Descents.
Boston.....	Fitchburg.....	49.60	68	15.43	34.17	6.1	14	706	15	284
Fitchburg.....	Greenfield.....	55.67	100	27.54	28.13	6.5	8	763	12	995
Watertown Junct.....	Waltham.....	6.60	19	3.65	2.95	1.	8	88	6	53
So. Acton.....	Marlboro.....	12.40	22	5.62	6.78					
Ayer.....	Greenville.....	23.53	52	9.78	13.75	4	12	687	10	90
Ashburnham Junct.....	Ashburnham.....	2.59	11	1.33	1.26	.5	4	44	6	66
Turner's Falls Junct.....	Turner's Falls.....	2.90	4	.83	2.07	.5	4	27	4	16
Greenfield.....	State Line, Vt.....	44.10	103	18.24	25.86	3.6	4	726	4	344
State Line.....	Troy.....	40.88	51	11.45	28.93	8.3	8	142	8	673
State Line.....	Johnsonville.....	25.80	48	7.15	18.65	7.4	8	88	8	305
Johnsonville.....	Rotterdam.....	35.50	53	13.02	22.48	3.4	5	333	5	405
Saratoga Junct.....	Saratoga.....	17.60	24	6.59	11.01	2.4	4	345	4	183
Schuyler Junct.....	Schuylerville.....	8.20	15	3.73	4.47	1.8	4	44	4	9
Hoosac Junct.....	State Line, Vt.....	5.10	11	2.74	2.29	.7	1	167		
Worcester.....	Winchendon.....	36.	117	17.35	18.65	4.4	19	923	20	412
Ashburnham Junct.....	Bellevue Falls.....	53.62	84	22.58	31.04	7.8	9	764	10	1,496
Winchendon.....	Peterboro'.....	15.80	52	7.50	8.30		22		22	
		435.39	834	174.53	260.79	58.4	124	5,847	138	5,330
										1,732.7

WORKING DIVISIONS OR BRANCHES.

CHARACTERISTICS OF ROAD,—Continued.

Bridges :

Number Iron.....	154
Aggregate Length.....	14,279 feet.
Minimum Length.....	10 feet.
Maximum Length.....	1,954 feet.
Number Wooden.....	66
Aggregate Length.....	6,193 feet.
Minimum Length.....	10 feet.
Maximum Length.....	876 feet.

Trestles :

Number.....	21
Aggregate length.....	7464 feet.
Minimum length.....	74 feet.
Maximum length.....	799 feet.

Tunnels :

Number.....	2
Aggregate length.....	25,499 feet.
Minimum length.....	418 feet.
Maximum length.....	25,081 feet.

Overhead Highway Crossings :

Number Bridges.....	72
Height of lowest above surface of rail.....	14.6 feet.

Overhead Railway Crossings :

Number Bridges.....	8
Height of lowest above surface of rail.....	15.0 feet.

Gauge of Track : 4 feet 9 inches.

Telegraph :

Owned by this Company.....	131 miles of line.
Owned by this Company.....	381 miles of wire.
Owned and operated by Western Union Tele- graph Company.....	285 miles of line.
Owned and operated by Western Union Tele- graph Company.....	1,525 miles of wire.
Owned and operated by Commercial Union Telegraph Company.....	5 miles of wire.

CAR MILEAGE.

American Live Stock Transportation Company.
 American Refrigerator Transit Company.
 Anglo-American Refrigerator Car Company.
 Armour Cudahy Refrigerator Line.
 Armour Packing Company.
 Armour Refrigerator Line.
 Arms Palace Horse Car Company.
 American Oil Works.
 Austelle Refrigerator Car Line.

American Oil Company.
Armour & Company.
American Cotton Oil Company.
Blue Line Transit Company.
Burton Stock Car Company.
Babcock, F. W., & Company.
Chicago Refrigerator Car Company.
Cutting Car Company.
Canfield Oil Company.
Cudahy Packing Company.
Cornplanter Refrigerator Company.
Canada Cattle Car Company.
Continental Refining Company.
Cold Blast Transportation Company.
Calumet Iron and Steel Company.
Climax Gasoline Company.
Cudahy Brothers.
Delaware Oil Company.
Eastman Freight Car Heater Company.
Edwards, F. D.
Empire Line.
Erie Despatch.
Emery Manufacturing Company.
Excelsior Oil Company.
Frost Proof Car Company.
Green Line.
Grossman Palace Horse Car Company.
Genessee Oil Works.
Globe Refining Company.
Holmes, A. S.
Hanens, C. B., & Company.
Hammond Refrigerator Company.
Hicks Stock Car Company.
Hodgman, G. R., Manufacturing Company.
International Oil Works.
Independent Refrigerator Company.
Iron Car Express Coal Company.
International Packing Company.
Keystone Palace Horse Car Company.
Kansas City Refrigerator Car Company.
Lipton Express Refrigerator Line.
Merchants' Despatch Transportation Company.
Midland Line.
Main's Refrigerator Line.
Mather Horse Stock Car Company.
Mutual Oil Company.
Muir Oil Company.
Merriam & Morgan Par. Company.
Manhattan Oil Company.
National Despatch.
National Linseed Oil Company.
National Oil Company.
Pennsylvania Refining Company.
Peerless Refining Company.
Paragon Refining Company.
Pennsylvania Oil Company.

Polar Equipment and Transit Company.
 Ramage, S. Y.
 Red Line Transit Company.
 Richmond Iron Works.
 Southern Iowa Car Company.
 Shawnee Oil Company.
 Sun Line Oil Company.
 St. Louis Refrigerator Car Company.
 Standard Oil Company.
 Street's Stable Car Lines.
 Swift Refrigerator Transportation Company.
 Tiffany Refrigerator Company.
 Union Line.
 Union Refrigerator Transit Company.
 Washington Refining Company.
 Western Car Company.
 Westmoreland Coal Company.
 White Line Transit Company.
 Wells, F. E., & Company.

STATE OF MASSACHUSETTS, { ss:
 County of Suffolk.

We, the undersigned, Henry S. Marcy, President, and C. S. Anthony, General Auditor of the Fitchburg Railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

H. S. MARCY, *President.*

C. S. ANTHONY, *General Auditor.*

Subscribed and sworn to before
 me this 13th day of Jan.,
 1892.

EDMUND D. CODMAN,

Notary Public.

ANNUAL REPORT
OF THE
HOOSAC TUNNEL AND WILMINGTON RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report: Hoosac Tunnel and Wilmington Railroad Company.

Date of organization: December 28, 1886.

Organized under Laws of Massachusetts.

ORGANIZATION.

Names of Directors.	Post-Office Address.
Daniel H. Newton	Holyoke, Mass.
Moses Newton	" "
John C. Newton	" "
James Ramage	" "
George W. Millar	New York, N. Y.

Total number of stockholders at date of last election: six.

Date of last meeting of stockholders for election of directors: May 25, 1891.

Post-office address of general office: Holyoke, Mass.

Post-office address of operating office: Readsboro, Vt.

OFFICERS.

President—Daniel H. Newton, Holyoke, Mass.

Vice-President—James Ramage, Holyoke, Mass.

Secretary—James S. Newton, Holyoke, Mass.

Treasurer—John C. Newton, Holyoke, Mass.

Auditor—James S. Newton, Holyoke, Mass.

General Superintendent—Moses Newton, Holyoke, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Hoosac Tunnel & Wilmington.....	Hoosac Tunnel, Mass.....	State Line.....	8.00
Deerfield River Co's Railroad.....	State Line.....	Readsboro, Vt..	3.50

Total mileage operated, 11.50.

PROPERTY LEASED.

At a Directors' Meeting of the Deerfield River Company, held June 26, 1896, it was voted to ratify lease of the railroad between State line and Readsboro, owned by the Deerfield River Co., the rental to be 3-11 of the net receipts of the line from Readsboro, Vermont, to Hoosac Tunnel, Massachusetts.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common.....	\$100 00	\$50,000 00	\$50,000 00
Total.....	\$100 00	\$50,000 00	\$50,000 00
Manner of Payment for Capital Stock.		Total No. of Shares Issued.	Total Cash Realized.
Issued for Cash: Common.....		500	\$50,000 00
Total.....		500	\$50,000 00

Dividends declared during year.—None.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1891.
Due from Solvent Companies and Individuals .. \$ 999 00	Loans and Bills Payable.....\$65,181 96
Balance—Current Liabilities..... 65,870 46	Miscellaneous — Interest Unpaid..... 1,687 50
Total.....\$66,869 46	Total.....\$66,869 46

RECAPITULATION.

Account.	Total Amount Outstanding	Apportionment to Railroads.	Miles.	Amount per Mile of Road.
Capital Stock.....	\$50,000 00	\$50,000 00	8	\$6,250 00
Total	\$50,000 00	\$50,000 00	8	\$6,250 00

For Mileage Operated by Road making this Report (Trackage Rights Excluded) the Operations of which are Included in the Income Account.

Name of Road.	Capital Stock.	Current Liabilities	Total.	Miles.	Amount per Mile.
Hoosac Tunnel & Wilmington Railroad ..	\$50,000 00	\$66,869 46	\$116,869 46	8	\$14,608 68
Grand Total.....	\$50,000 00	\$66,869 46	\$116,869 46	8	\$14,608 68

COST OF ROAD, EQUIPMENT, PERMANENT IMPROVEMENTS.

Item.	Charged to Construction during year.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost per Mile.
Construction:				
Real Estate	\$1,700 00			
Grading and Bridge and Culvert Masonry....	334 36			
Rails	621 65			
Total Construction	\$2,656 01	\$110,184 79	\$112,840 80	\$14,105 10

Equipment leased and kept in repair by owners. No record kept for State of Vermont.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$22,351 80	
Less Operating Expenses.....	15,207 58	
Income from Operation.....	\$7,144 27	
Total Income.....		\$7,144 27
Deductions from Income:		
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for.....	\$4,059 73	
Rents—Deerfield River Co. R'y.....	1,944 49	
Taxes.....	104 46	
Total Deductions from Income.....		6,108 68
Net Income.....		\$1,085 59
Surplus from Operations of Year Ending June 30, 1891.....		\$1,085 59
Deficit on June 30, 1890.....		4,065 25
Deficit on June 30, 1891.....		\$3,029 66

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger Revenue.....	\$4,193 56	
Total Passenger Revenue.....		\$4,193 56
Mail.....	490 60	
Express.....	376 01	
Total Passenger Earnings.....		\$5,060 17
Freight:		
Freight Revenue.....	\$17,291 63	
Total Freight Revenue.....		\$17,291 63
Total Freight Earnings.....		\$17,291 63
Total Gross Earnings from Operation— Entire Line.....		\$22,351 80

No record kept for State of Vermont.

OPERATING EXPENSES.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$ 971 41	\$2,914 24	\$3,885 65
Renewals of Ties.....	182 67	548 03	730 70
Repairs of Telegraph.....	9 58	28 74	38 32
Total.....	\$1,163 66	\$3,491 01	\$4,654 67
Maintenance of Equipment:			
Rental Equipment.....	\$600 00	\$1,800 00	\$2,400 00
Total.....	\$600 00	\$1,800 00	\$2,400 00
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	\$ 300 93	\$ 902 80	\$1,203 73
Fuel for Locomotives.....	405 48	1,216 46	1,621 94
All other supplies for Locomotives....	27 88	83 66	111 54
Wages of other Trainmen.....	136 45	409 36	545 81
All other train supplies.....	4 64	13 91	18 55
Wages of Station Agents, Clerks and Laborers.....	626 55	1,879 66	2,506 21
Station supplies.....	3 52	10 56	14 08
Loss and Damage.....	1 88	5 63	7 51
Injuries to persons.....	134 96	404 89	539 85
Total.....	\$1,642 29	\$4,926 93	\$6,569 22
General Expenses:			
Salaries of Officers, } Salaries of Clerks, }.....	\$ 250 00	\$750 00	\$1,000 00
Advertising.....	14 44	43 31	57 75
Legal Expenses.....	6 98	20 92	27 90
Stationery and Printing.....	67 59	202 79	270 38
Other General Expenses.....	56 90	170 71	227 61
Total.....	\$395 91	\$1,187 73	\$1,583 64
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$1,163 66	\$3,491 01	\$4,654 67
Maintenance of Equipment.....	600 00	1,800 00	2,400 00
Conducting Transportation.....	1,642 29	4,926 93	6,569 22
General Expenses.....	395 91	1,187 73	1,583 64
Grand Total.....	\$3,801 86	\$11,405 67	\$15,207 53

Percentage of Expenses to Earnings, entire line, 68 3-100.

RENTALS PAID.

Name of Road.	Cash.	Total.
Deerfield River Company's Railroad.....	\$1,944 49	\$1,944 49

The Deerfield River Company's Railroad is the $3\frac{1}{2}$ miles in Vermont from the State line to the village of Readsboro and the Hartwellville branch; and the rental entered here, \$1,944.49, is the net income paid by the Hoosac Tunnel and Wilmington Railroad for the $3\frac{1}{2}$ miles in Vermont.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890. Total.	Assets.	June 30, 1891. Total.	Year Ending June 30, 1891.	
			Increase.	Decrease.
\$110,184 79	Cost of Road.....	\$112,840 80	\$2,656 01	
119 42	Cash and Current Assets...	999 00	879 58	
4,065 25	Profit and Loss.....	3,029 66		\$1,035 59
\$114,369 46	Grand Total.....	\$116,869 46	\$2,500 00	
June 30, 1890. Total.	Liabilities.	June 30, 1891. Total.	Year Ending June 30, 1891.	
			Increase.	Decrease.
\$50,000 00	Capital Stock.....	\$50,000 00		
64,369 46	Current Liabilities.....	66,869 46	\$2,500 00	
\$114,369 46	Grand Total.....	\$116,869 46	\$2,500 00	

IMPORTANT CHANGES DURING YEAR

"One-half mile of road from former terminus of line in Readsboro, Vermont, on east side of Deerfield River to center of town of Readsboro, Vermont, on west side of Deerfield River, called Hartwellville Branch."

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Post-Office Department, March 1, 1886, establishing Mail Route No. 2001, between Hoosac Tunnel, Massachusetts, and Readsboro, Vermont. Compensation fixed from July 1, 1889, to June 30, 1893 at \$491.62 per annum.

Contract with Western Union Telegraph Company, October 14, 1885, by which the railroad company furnish the poles and right of way, and the telegraph company the wire and instruments for operation and has the use of the line.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Entire Line.*

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	10,273			
Number of passengers carried one mile.....	96,881			
Average distance carried.....	9.430			
Total passenger revenue.....		4,193	56	
Average amount received from each passenger.....			40	8.21
Average receipts per passenger per mile.....			04	3.29
Estimated cost of carrying each passenger one mile.....			03	9.24
Total passenger earnings.....		5,060	17	
Passenger earnings per mile of road.....		460	01	5.45
Passenger earnings per train-mile.....			29	7.20
Freight Traffic:				
Number of tons carried of freight earning revenue.....	16,219			
Number of tons carried one mile.....	154,080			
Average distance haul of one ton.....	9.5			
Total freight revenue.....		17,291	63	
Average amount received for each ton of freight.....		1	06	6.13
Average receipts per ton per mile.....			11	2.22
Estimated cost of carrying one ton one mile.....			07	4.04

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cents.	Mills.
Freight Traffic:				
Total freight earnings.....		17,291	63	
Freight earnings per mile of road.....		1,571	96	6.36
Freight earnings per train- mile.....		1	22	5 49
Passenger and Freight:				
Passenger and freight revenue..		21,485	19	
Passenger and freight revenue per mile of road.....		1,953	19	9.09
Passenger and freight earnings..		22,351	80	
Passenger and freight earnings per mile of road.....		2,031	98	1.81
Gross earnings from operation..		22,351	80	
Gross earnings from operation per mile of road.....		2,031	98	1.81
Expenses.....		15,207	53	
Expenses per mile of road.....		1,364	32	0.90
Train Mileage:				
Miles run by mixed trains.....	14,110			
Average number of freight cars in train.....	4			
Average number of loaded cars in train.....	3			
Average number of empty cars in train.....	1			
Average number of tons of freight in train.....	12			
Average number of tons of freight in each loaded car....	3			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Total Freight Tonnage. Whole Tons.
Products of Agriculture :	
Grain.....	1,014
Fruit and Vegetables.....	30
Products of Animals:	
Hides and Leather.....	235
Products of Mines:	
Bituminous Coal.....	1,588
Products of Forest:	
Lumber.....	2,804
Wood Pulp and Paper Stock	6,348
Manufactures:	
Iron, Pig and Bloom.....	99
Other Castings and Machinery.....	305
Cement, Brick and Lime.....	228
Merchandise.....	461
Miscellaneous : Other Commodities not mentioned above.....	399
Total Tonnage—Entire Line.....	13,511

No record kept for State of Vermont.

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at end of Year.	Equipped With Train Brake, Number.
Locomotives:			
Passenger, } Used with mixed trains..		2	
Freight, }			
Total Locomotives.....		2	
Cars in Passenger Service:			
Combination Passenger Cars.....		4	4
Total.....		4	4

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped With Train Brake. Number.
Cars in Freight Service:			
Box Cars.....	10	20	20
Flat Cars.....		16	16
Total.....	10	36	36
Cars in Company's Service:			
Gravel Cars.....		20	
Total.....		20	
Cars Leased.....		60	
Grand Total Cars.....		62	

MILEAGE.

Line in Use.	Main Line Owned	Line Operated under Lease.	Total Mileage Operated.	New Line Constructed During Year.	Steel Rails.
Miles of Single Track.....	8	3.50	11.50	.50	11.50
Total Mileage Operated— All Tracks.....	8	3.50	11.50	.50	11.50

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Main Line Owned	Line Operated under Lease.	Total Mileage Excluding Trackage Rights.	Steel Rails.
Massachusetts.....	8		8	8
Vermont.....		3.50	3.50	3.50
Total Mileage Operated (single track)	8	3.50	11.50	11.50

Total mileage owned by road making this report—Eight miles; steel rails.

NEW RAILS LAID DURING YEAR.

Fifty-two tons, steel rails; weight, 60 pounds per yard; average price per ton at distributing point, \$25.

NEW TIES LAID DURING YEAR.

Seven thousand hemlock ties; average price at distributing point, 15 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Total number of tons of bituminous coal, $421\frac{596}{1000}$; total number of miles run, 14,110; average pounds consumed per mile, 59.005; average cost at distributing point, \$3.85 per ton.

No record kept for State of Vermont.

ACCIDENTS TO PERSONS.

Levi Williams, a workman, employed by the Freight Transfer Contractor, while standing on a freight car, was slightly injured, caused by the locomotive striking the freight car while switching the cars at the Hoosac Tunnel transfer yard, Hoosac Tunnel, Mass.

No record kept for State of Vermont.

TELEGRAPH OWNED BY COMPANY MAKING THIS REPORT.

Miles of line, 11.50; miles of wire, 11; operated by Western Union Telegraph Company.

STATE OF VERMONT, }
County of Windham. } ss:

We, the undersigned, Daniel H. Newton, President, and John C. Newton, Treasurer, of the Hoosac Tunnel and Wilmington Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

DANIEL H. NEWTON, *President*.
JOHN C. NEWTON, *Treasurer*.

Subscribed and sworn to before me,
this 2d day of October, 1891.

E. A. WILLARD, JR., *Notary Public*.

ANNUAL REPORT
OF THE
MAINE CENTRAL RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1891.
HISTORY.

Name of common carrier making this report : The Maine Central Railroad Company.

Date of organization: October 28, 1862.

Organized under the laws of the State of Maine.

Special acts of April 1, 1856; March 17, 1862; February 25, 1867; February 18, 1869; February 7, 1872; February 26, 1873; February 27, 1873; February 25, 1874; February 18, 1876; February 19, 1878; Jan. 30, 1885; January 28, 1887; March 13, 1889; February 27, 1891.

A consolidated company.

Androscoggin and Kennebec Railroad Company; charter March 28, 1845.

Penobscot and Kennebec Railroad Company; charter April 5, 1845.

Portland and Kennebec Railroad Company. Founded by foreclosure on Kennebec and Portland Railroad and organized May 20, 1862.

Somerset and Kennebec Railroad Company; charter August 10, 1848.

Androscoggin Railroad Company; charter August 10, 1848.

Leeds and Farmington Railroad Company. Founded by foreclosure of part of Androscoggin Railroad and organized May 11, 1865.

Maine Shore Line Railroad Company; charter March 4, 1881.

European and North American Railway Company; charter August 20, 1850.

Eastern Maine Railroad Company. Foreclosure of Bucksport and Bangor Railroad and organized February 1, 1882.

Portland and Ogdensburg Railway. Foreclosure of Portland and Ogdensburg Railroad Company and organized June 8, 1886.

Dexter and Newport Railroad Company; charter March 30, 1853.

Dexter and Piscataquis Railroad Company; charter October 24, 1888.

Belfast and Moosehead Lake Railroad Company; charter February 28, 1867.

Upper Coos Railroad Company; charter August 23, 1883.

Hereford Railway Company; charter June 23, 1887 and May 4, 1888.

Date and authority for each consolidation :

Anroscoggin and Kennebec and Penobscot and Kennebec, consolidated with Maine Central Railroad Company, October 28, 1862. See statutes above referred to.

Portland and Kennebec, Somerset and Kennebec, and Leeds and Farmington, merged November 16, 1874. Act of February 26, 1873.

Androscoggin Railroad, June 29, 1871. Lease for 999 years.

Maine Shore Line Railroad, January 28, 1887. Purchased by authority of special law of January 28, 1887.

European and N. America Railway, April 1, 1882. Lease for 999 years.

Eastern Maine Railroad, May 1, 1883..... " "

Portland and Ogdensburg Railway, Aug. 20, 1888..... " "

Dexter and Newport Railroad, Dec. 13, 1888..... " "

Dexter and Piscataquis Railroad, Dec. 30, 1888..... " "

Belfast and Moosehead Lake Railroad, May 10, 1871. Lease for 50 years.

Upper Coös Railroad, May 1, 1890..... " 999 "

Hereford Railway, May 1, 1890..... " " "

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Arthur Sewall.....	Bath, Me.....	December, 1891.
Frank Jones.....	Portsmouth, N. H.....	
Sam'l. C. Lawrence.....	Medford, Mass.....	
Amos Paul.....	So. Newmarket, N. H.....	
Asa P. Potter.....	Boston, Mass.....	
Chas. A. Sinclair.....	Portsmouth, N. H.....	
Wm. A. French.....	Boston, Mass.....	
Joseph S. Ricker.....	Deering, Me.....	
Wm. G. Davis.....	Portland, Me.....	
Horatio N. Jose.....	".....	
Payson Tucker.....	".....	
Thomas W. Hyde.....	Bath, Me.....	
John Ware.....	Waterville, Me.....	

Total number of stockholders at date of last election : 604.

Date of last meeting of stockholders for election of directors : December 17, 1890.

Post-office address of general office : Portland, Me.

Post-office address of operating office : Portland, Me.

OFFICERS.

Chairman of the Board—Arthur Sewall, Portland, Me.

President—Arthur Sewall, Portland, Me.

Vice-President—Payson Tucker, Portland, Me.

Secretary, Clerk of Corporation—Josiah H. Drummond, Portland, Me.

Treasurer—Joseph A. Linscott, Portland, Me.
 Auditor—Geo. W. York, Portland, Me.
 General Manager—Payson Tucker, Portland, Me.
 Chief Engineer—Wm. A. Allen, Portland, Me.
 Division Superintendent—Jonas Hamilton, Portland, Me.
 Division Superintendent—H. W. Waldron, Lancaster, N. H.
 General Freight Agent—W. S. Eaton, Portland, Me.
 General Passenger Ticket Agent—F. E. Boothby, Portland, Me.
 General Baggage Agent—H. H. Towle, Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Maine Central Railroad Co.	Portland	Bangor	136.6	314.23
	Brunswick	Bath	8.9	
	Cumberland	Skowhegan	91.2	
	Leeds Junction	Farmington	36.4	
	Penobscot Junct. ..	Mt. Desert Ferry.	41.13	
Androscoggin Railroad Co.	Crowleys	Lewiston ...4.8)	31.	451.14
	Brunswick	LeedsJunc. 26.2)		
Dexter & Newport R. R. Co.	Newport Junction.	Dexter	14.23	
Dexter & Piscataquis Railroad Co.	Dexter	Dover & Foxcroft	16.54	
Belfast & Moosehead Lake Railroad	Burnham	Belfast	33.13	
European & No. American Ry	Bangor	Vanc'b'ro, 114.3 }	120.34	
E. and N. A. R'y, Stillwater Branch	Orono	Stillwater, 3.01 }		
E. and N. A. R'y, Enfield Branch	Enfield	Montague, 3.03 }		
Eastern Maine Railway	Bangor	Bucksfort	18.8	
Portland & Ogdensburg Ry.	Portland	Lunenburg	109.8	
Upper Coos Railroad	Quebec Junction ..	Beecher Falls ...	55.	
Hereford Ry.	Beecher Falls	Lime Ridge	53.	
		Total		765.37

PROPERTY OPERATED—Continued.

Name.	Character of Business.	Title.	State or Territory.
Bar Harbor Ferry	Steam Ferry.	Owued.	Maine.

The Maine Central Railroad Company owns and operates as a part of its line, a steam ferry between Mount Desert Ferry landing and Bar Harbor for transportation of passengers, freight, mails and express.

Separate accounts of earnings and expenses of this ferry are not kept, but enter into the general accounts of the Company the same as the earnings and expense of its rail lines.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock: Common	50,000	\$100	\$5,000,000	\$3,593,600	6%	\$215,616
Manner of Payment for Capital Stock.	Total number of Shares Issued.					
Issued for Consolidation	35,936					

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Androscoggin & Ken. R. R. Bonds.....	Jan. 1, '60	Aug. 1, '90 to Sept. 1, '91	\$1,100,000	\$1,100,000	\$ 99,800	No record.
City of Bath Loan.....	" 1, '61	Sept. 1, '91	425,000	425,000	89,700	"
City of Bangor Loan.....	" 1, '69	Jan. 1, '94	1,000,000	1,000,000	1,000,000	"
Portland and Kennebec R. R. Consols.....	" 1, '69	Jan. 1, '94	1,500,000	1,166,700	1,166,700	"
Leeds and Farmington Railroad Bonds.....	Apr. 1, '65	Apr. 1, '95	633,000	633,000	633,000	"
Maine Central 7% Bonds.....	July 1, '71	July 1, '96	1,100,000	756,800	756,800	\$ 782,450 00
" Extension Bonds.....	Sep. 1, '68	Sep. 1, '98	500,000	496,500	496,500	436,400 00
" Consols.....	Oct. 1, '70	Oct. 1, 1900	9,000,000	3,907,200	3,907,200	3,744,867 00
" ".....	Apr. 1, '72	Apr. 1, 1912		269,500	269,500	269,500 00
" ".....	" ".....	" ".....	700,000	1,285,000	1,285,000	1,301,069 85
" ".....	" ".....	" ".....		700,000	687,000	706,500 00
" Coll. Trust Bonds.....	June 1, '73	June 1, 1923	750,000	42,000	42,000	59,200 00
Maine Shore Line.....	" ".....	" ".....	\$16,708,000	\$11,781,700	\$10,433,200	
MISCELLANEOUS OBLIGATIONS.						
Main Central Debentures.....	Aug. 1, '84	Feb. 1, '94	\$ 58,000	\$ 58,000	\$ 58,000	\$ 58,000
" Sinking Fund.....	Feb. 1, '85	" 1, 1905	600,000	600,000	600,000	600,000
" Imp. Class A.....	July 1, '86	July 1, 1916	200,000	200,000	200,000	204,000
" " B.....	" 1, '87	" 1, 1917	250,000	250,000	250,000	255,000
Grand Total.....			\$1,108,000	\$1,108,000	\$1,108,000	\$1,117,000
			\$17,816,000	\$12,889,700	\$11,541,200	\$1,117,000

FUNDED DEBT—Continued.

INTEREST.

Class of Bond or Obligation.

	Rate. Per cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
Androscoggin & Kennebec Railroad Bonds	6	{ 1st of each mo. Jany. & April }	\$ 34,300 38	\$ 40,623 87
City of Bath Loan	6	{ July & October }	19,500 00	36,055 00
City of Bangor Loan	6	January & July	60,000 00	60,000 00
Portland and Kennebec Railroad Consols	6	April & October	70,003 00	69,855 00
Leeds and Farmington Railroad Bonds	6	January & July	37,980 00	38,382 00
Main Central 7% Bonds	7	"	52,976 00	52,783 00
" Extension Bonds	6	April & October	29,790 00	29,955 00
" Consols	7	"	273,504 00	274,645 00
" "	5	"	13,475 00	13,492 50
" "	4½	"	27,494 01	32,186 25
" Coll. Trust Bonds	5	June & Dec.	34,350 00	34,350 00
Maine Shore Line	6	"	2,520 00	2,520 00
			\$455,891 39	

MISCELLANEOUS OBLIGATIONS—INTEREST.

Main Central Debenture	5	Feb. & August	\$ 2,900 00	\$ 2,900 00
" Sinking Fund	6	"	36,000 00	36,000 00
" Imp. Class A	4½	{ January & July }	20,250 00	19,282 50
" " B	4½	"		
			\$59,150 00	\$58,182 50
Grand Total			\$715,041 39	\$733,080 12

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Out- standing.	INTEREST.	
			Amount Accrued during Year	Amount Paid during Year.
Mortgage Bonds.....	\$11,781,700	\$10,433,200	\$655,891 39	\$674,847 62
Miscellaneous Obli- gations.....	1,108,000	1,108,000	59,150 00	58,182 50
Total.....	\$12,889,700	\$11,541,200	\$715,041 39	\$733,030 12

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current
Liabilities.

Cash.....	\$170,296 15
Due from Agents.....	66,631 42
Net Traffic Balances due from other Companies	105,677 20
Due from Solvent Companies and Individuals	192,286 53
Balance—Current Liabilities.....	\$846,099 22
Total.....	\$1,380,990 52

Current Liabilities Accrued to and Including June 30, 1891.

Loans and Bills Payable.....	\$457,300 00
Audited Vouchers and Accounts	594,585 95
Wages and Salaries.....	145,773 60
Net Traffic Balances due to other Companies	52,578 70
Dividends not called for	10,706 54
Matured Interest Coupons Unpaid (including Coupons due July 1)	120,045 73
Total.....	\$1,380,990 52

Materials and Supplies on hand, \$533,453.34.

From the Grand Total of Bonds, Page No. 500.	\$11,541,200
is deducted, the amount of Bangor Loan to European and No. American Railway.....	\$1,000,000
And Bath Loan to Androscoggin Railroad	89,700 \$1,089,700
These loans being operated under lease and not owned	\$10,451,500

RECAPITULATION.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Miles.	Amount per Mile of Road.
Capital Stock	\$3,593,600 00	\$3,593,600 00	314.23	\$11,436 21
Bonds	10,451,500 00	10,451,500 00	314.23	\$33,260 67
Total	\$14,045,100 00	\$14,045,100 00	314.23	\$44,696 88

For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Miles.	Amount per Mile of Road.
Maine Central Railroad	\$3,593,600	\$10,451,500	\$846,099 22	\$14,891,199 22	314.23	\$47,392 67
European and No. American Railway	Not known.	1,000,000	Not known.	1,000,000 00	120.34	8,309 79
Androscoggin Railroad	"	89,700	"	89,700 00	31.	2,893 55
Portland and Ogdensburg Railway	4,392,628	1,967,000	"	6,359,628 00	109.1	58,391 73
Dexter and Piscataquis Railroad	Not known.	175,000	"	175,000 00	16.54	10,580 41
Upper Coös Railroad	725,000	697,000	"	1,422,000 00	55.	25,854 55
Hereford Railway	800,000	800,000	"	1,600,000 00	53.	30,188 68
Dexter and Newport Railroad	122,000	175,000	"	297,000 00	14.23	20,871 39
Belfast and Moosehead Lake Railroad	Not known.	Not known.	"	"	33.13	
Eastern Maine Railroad	"	"	"	"	18.8	
Total	\$9,511,228	\$15,180,209	\$846,099 22	\$25,834,527 22	765.37	\$33,764 30

COST OF ROAD AND EQUIPMENT.

Item.	Expendi- tures during Year.	Total Cost to	Total Cost to
	Charged to Construc- tion or Equipment.	June 30, 1890.	June 30, 1891.
Construction :			
Other Real Estate	\$ 2,200 00		
Grading and Bridge and Culvert Masonry	4,214 64		
Bridges and Trestles	9,649 15		
Ties	497 08		
Other Superstructure	2,213 99		
Buildings, Furniture and Fixtures	4,415 24		
Sidings and Yard Exten- sions	7,603 32		
Total Construction	\$30,793 42	\$11,661,483 96	\$11,692,277 38
Equipment :			
Locomotives	\$35,744 00		
Freight Cars	81,000 00		
Total Equipment	\$116,744 00	\$1,926,557 36	\$2,043,301 36
Grand Total Cost Con- struction, Equipment, etc		\$13,588,041 32	\$13,735,578 74

INCOME ACCOUNT.

Gross Earnings from Operation	\$4,346,953 71	
Less Operating Expenses	2,880,203 75	
Income from Operation		\$1,466,749 96
Dividends on Stocks owned	\$3,621 75	
Miscellaneous Income—less Expenses	12,620 15	
Income from other Sources		16,241 90
Total Income		\$1,482,991 86

INCOME ACCOUNT—Continued.

Deductions from Income :		
Interest on Funded Debt accrued	\$715,041 39	
Interest on Interest-bearing Current Liabilities, accrued, not otherwise provided for	15,987 34	
Rents	451,107 82	
Taxes	82,480 45	
Total Deductions from Income		\$1,264,617 00
Dividends, 6 per cent., Common Stock ..		\$215,616 00
Surplus from Operations of Year ending June 30, 1891		\$ 2,758 86
Surplus on June 30, 1890		437,476 48
		\$440,235 34
Additions for Year		17,928 24
Surplus on June 30, 1891		\$458,163 58

EARNINGS FROM OPERATION.

Item.	Actual Earnings.
Passenger	\$1,810,943 85
Total Passenger Revenue	\$1,810,943 85
Mail	131,810 66
Express	70,100 00
Extra Baggage and Storage	15,501 58
Total Passenger Earnings	\$2,028,356 09
Total Freight Revenue	\$2,294,797 62
Total Freight Earnings	\$2,294,797 62
Total Passenger and Freight Earnings	\$4,323,153 71
Rents from Tracks, Yards and Terminals	23,800 00
Total Gross Earnings from Operation—Entire Line	\$4,346,953 71

Total Gross Earnings from Operation—Vermont: Not kept separately.

STOCKS OWNED.

Name.	Total Par Value.	Rate per cent.	Income or Dividend Received.	Valuation.
Dexter and Newport Railroad..	\$ 5,000	6	\$ 300 00	\$ 5,000 00
Portland & Rochester Railroad..	4,700	6	282 00	4,700 00
Portland & Ogdensburg Ry	198,180	1½	2,477 25	79,272 00
Dexter & Piscataquis Railroad..	5,000	5	562 50	5,000 00
Portland and Mt. Desert and Ma- chias Sb. Co	110,000			121,000 00
Portland Union Ry. Station Co.	25,000			25,000 00
Sebasticook & Moosehead R. R.	8,000			8,000 00
St. John Bridge	20,000			1,140 00
Northern Maine Railroad.....	25,000			27,503 97
Total..	\$400,880		\$8,621 75	\$276,615 97

Dexter and Piscataquis Stock:

One dividend of 2½ % on	\$17,500
“ “ “ “	5,000

RENTALS RECEIVED.

Situation of Property Leased.	Name of Company Using Property Leased.	Total.
Tracks : Mattawamkeag to Vance- boro.	Canadian Pacific Railway Company.	\$23,800
Grand Total Rents Received.		\$23,800

MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Rents and Wharfage.....	\$12,620 15	\$12,620 15
Total.....		\$12,620 15

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$204,376 49	\$165,505 47	\$379,881 96
Renewals of Rails.....	46,168 18	39,646 28	85,814 46
Renewals of Ties.....	27,593 36	23,695 41	51,288 77
Repairs of Bridges and Culverts.....	40,922 91	35,141 97	76,064 88
Repairs of Fences, Road-crossings, Signs, and Cattle Guards.....	17,159 49	14,735 48	31,894 97
Repairs of Buildings.....	46,172 42	39,649 93	85,822 35
Repairs of Docks and Wharves.....	1,937 52	1,663 82	3,601 34
Other Expenses.....	6,927 12	5,948 56	12,875 68
Total.....	\$391,257 49	\$335,986 92	\$727,244 41
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$107,429 52	\$92,253 60	\$199,683 12
Repairs and renewals of Passenger Cars.....	107,164 76		107,164 76
Repairs and renewals of Freight Cars.....		166,156 76	166,156 76
Shop Machinery, Tools, etc.	10,269 40	12,828 51	23,097 91
Other Expenses.....	17,557 51	11,674 68	29,232 19
Total.....	\$242,421 19	\$282,913 55	\$525,334 74
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....	\$101,608 33	\$125,335 16	\$226,943 49
Fuel for Locomotives.....	155,016 19	233,129 55	388,145 74
Water-supply for Locomotives.....	7,007 57	6,017 65	13,025 22
All other supplies for Locomotives.....	11,625 68	9,983 38	21,609 06
Wages of other Trainmen.....	82,065 90	96,853 18	178,919 08
All other train supplies.....	26,335 91	32,022 92	58,358 83
Wages of Switchmen, Flagmen, and Watchmen.....	38,404 68	32,979 49	71,384 17

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Expense of Telegraph, including Train Dispatchers and Operators.....	\$22,332 61	\$ 19,177 81	\$ 41,510 42
Wages of Station Agents, Clerks, and Laborers.....	68,887 82	125,907 66	194,295 48
Station Supplies.....	46,448 46	25,432 41	71,880 87
Car Mileage—Balance.....	18,070 44	68,358 57	86,429 01
Loss and Damage.....	305 97	6,777 92	7,083 89
Injuries to Persons.....	21,976 25	18,871 80	40,848 05
Barges, Floats, Tugs, Ferryboats, expenses of including Wages, Fuel, and Supplies.....	14,517 40	12,466 61	26,984 01
Other Expenses.....	19,694 34	25,296 03	44,990 37
Total.....	\$633,797 55	\$838,610 14	\$1,472,407 69
General Expenses:			
Salaries of Officers.....	\$27,143 92	\$31,638 17	\$58,782 09
General Office Expenses and Supplies.....	9,253 07	10,315 51	19,568 58
Advertising.....	11,965 61	34 51	12,000 12
Commissions.....	691 85	594 12	1,285 97
Insurance.....	4,482 01	3,848 87	8,330 88
Legal Expenses.....	8,166 81	7,013 14	15,179 95
Stationery and Printing.....	9,398 21	3,117 67	12,515 88
Other General Expenses.....	14,823 75	12,729 69	27,553 44
Total.....	\$85,925 23	\$69,291 68	\$155,216 91
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$391,257 49	\$335,986 92	\$ 727,244 41
Maintenance of Equipment.....	242,421 19	282,913 55	525,334 74
Conducting Transportation.....	633,797 55	838,610 14	1,472,407 69
General Expenses.....	85,925 23	69,291 68	155,216 91
Grand Total.....	\$1,353,401 46	\$1,526,802 29	\$2,880,203 75

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guar- anteed.	Dividends on Bonds Guaranteed.	Cash.	Total.
European and North American Railway...			\$125,500	\$125,500 00
Belfast and Moosehead Lake Railroad.....			36,000	36,000 00
Dexter and Newport Railroad.....			18,000	18,000 00
Eastern Maine Railroad Portland and Ogdens- burg Railway.....	\$100,829 04	\$ 43,926 28	9,500	145,255 32
Dexter and Piscataquis Railroad.....	7,000 00	5,500 00	500	12,750 00
Upper Coos Railroad...	16,602 50	22,500 00	500	39,602 50
Hereford Railway.....	32,000 00	32,000 00	500	64,500 00
Total Rents.....	\$156,431 54	\$103,926 28	\$190,750	\$451,107 82

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890.		June 30, 1891.		Year ending June 30, 1891.	
Item.	Total.	Assets.		Item.	Total.
	\$11,661,483 96	Cost of Road.....			\$11,692,277 38
	1,926,537 86	Cost of Equipment.....			30,793 42
	260,472 00	Stocks of other Companies owned.....			116,744 00
	18,000 00	Bonds of other Companies owned.....			278,615 97
					\$18,000
		Other Permanent Investments:			
\$ 768,333 33		Androscooggin Railroad Lease.....		\$ 768,333 33	
1,000,000 00		European and North American Railway Lease.....		1,000,000 00	
1,010,938 74		Portland and Ogd'sburg Ry. Lease.....		1,008,759 02	
370,222 33		" " Improvement.....		512,516 34	
467,026 47		" " Extension.....		469,442 80	
175,000 00		Dexter and Piscataquis R. R. Lease.....		175,000 00	
41,976 78		" " " Imp'm't.....		49,123 07	
		Upper Co's Railroad Lease.....		352,885 01	
		" " Extension.....		559,307 50	
		Hereford Railway Lease.....		800,000 00	
1,631 97	3,835,129 62	Co's and Hereford Improvement.....		100,485 90	
	436,189 06	Cash and Current Assets.			5,795,852 97
		Other Assets:			534,891 30
		Materials and Supplies.....			
437,934 00		Sinking Fund.....			
150,140 44	588,074 44				720,031 43
		Grand Total.....			\$21,062,970 41
	\$18,725,856 44				\$2,355,113 97
					\$18,000

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1890.		Liabilities.	June 30, 1891.		Year ending June 30, 1891.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$ 3,603,500 00	Capital Stock.....		\$ 3,603,500 00		
	13,566,700 00	Funded Debt.....		11,541,200 00		\$2,025,500
	879,056 36	Current Liabilities.....		1,380,990 52	\$ 501,934 16	
\$148,954 41		Accrued Interest on Funded Debt not yet payable.....	\$ 145,844 62			
64,577 19		Account Rent not yet payable.....	68,679 69			
16,600 00		Androscoggin & Kennebec Railroad Stock Bonds.....	16,600 00			
8,992 00		Me. Cent. Int. Scrip.....	8,992 00			
		P. & O. R. Co's Bonds 6%.....	800,000 00			
		P. & O. Ry. " 5%.....	1,167,000 00			
		Dexter and Piscataquis Bonds.....	175,000 00			
		Hereford Ry. ".....	800,000 00			
		Upper Co's Railroad ".....	350,000 00			
		" " Extension ".....	347,000 00			
		" " Stock.....	200,000 00			
239,123 60		Profit and Loss.....		4,079,116 31	3,839,992 71	
437,476 48				458,163 58	20,687 10	
	\$18,725,856 44	Grand Total.....		\$21,062,970 41	\$4,362,613 97	\$2,025,500

IMPORTANT CHANGES DURING THE YEAR.

The extension of the Upper Coös Railroad from North Stratford to Quebec Junction, 32.4 miles, was put in operation May 1, 1891.

Maine Central Railroad Company's $4\frac{1}{2}\%$ Consols issued.....	\$932,500
Portland and Ogdensburg Railway Company's 5% Bonds, guaranteed by Maine Central Railroad Company and sold for benefit of Maine Central Railroad Company.....	167,000
Hereford Railway Company's Bonds, guaranteed by Maine Central Railroad Company	800,000
Upper Coös Railroad Company's Bonds, guaranteed by Maine Central Railroad Company	697,000
Upper Coös Railroad Company's Capital Stock, guaranteed by Maine Central Railroad Company.....	200,000
Androscoggin and Kennebec Railroad Company's Bonds paid by Maine Central Railroad Company.....	651,200
City of Bath Bonds in aid of Androscoggin Railroad paid by Maine Central Railroad Company.....	331,800
Portland Union Railway Station Company's Bonds sold.....	18,000
Capital Stock of Dexter and Piscataquis Railroad Company sold	12,500
Capital Stock of Northern Maine Railroad purchased.....	25,000

CONTRACTS, AGREEMENTS, ETC.

American Express Company pays 5 cents a ton a mile: agreeing to pay \$70,600 a year as a minimum.

No contract as to mails, the Government making the rate.

Pullman's Palace Car Company receive 3 cents per mile for sleeping cars and 2 cents per mile for Parlor cars, the Pullman Car Company keeping cars in good running order. Wagner Car Company receive 2 cents per mile on all cars, they keeping cars in good running order.

On joint business with Boston and Maine Railroad, that company receives \$2 per ton on freight for or from Boston, Somerville or Chelsea Way station business divided *pro rata* actual mileage. All such business for or from our Eastern connections, viz: New Brunswick Railway, Sebasticook and Moosehead Railroad, Sandy River Railroad, Somerset Railway, Bangor and Piscataquis Railroad, Knox and Lincoln Railroad, is included in this arrangement and earnings receive the same division. As between Maine Central Railroad and their Eastern connections specific divisions apply on New Brunswick Railway traffic, Sandy River, Bangor and Piscataquis, Sebasticook and Moosehead Railroads traffic divides full tariff each Company.

Somerset Railway traffic divides 60 per cent Maine Central Railroad, 40 per cent Somerset Railway.

Knox and Lincoln Railroad traffic divides 40 per cent Maine Central Railroad, 60 per cent Knox and Lincoln Railway, if local. If from West of Portland Maine Central $33\frac{1}{2}$ per cent, Knox and Lincoln $66\frac{1}{2}$ per cent.

On traffic between Lewiston and intermediate points and the West, via Fast Freight Line via Northern New England, this Company receives its *pro rata* proportion on actual mileage bases and 20 cents per ton terminal additional.

On traffic from Western States to Bath and intermediate points, via Grand Trunk Railway and Yarmouth Junction, this Company receives a fixed percentage of through rate and an arbitrary of 2 cents per 100 pounds additional which arbitrary is made a part of the through rate.

On all business with Boston and Maine Railroad that Company receives \$1.50 on each passenger to or from Boston, Charlestown, Somerville, Malden and Chelsea and between all other stations divides *pro rata* on actual mileage.

Portland and Rochester local business. Each road receives its locals. Through business is divided same as Boston via Boston and Maine and Grand Trunk Railway. Each Company receives its locals.

Knox and Lincoln Railroad. Maine Central get 80 cents on all passengers transported between Bath and Portland excepting those from or to Thomaston and Rockland, on which we take 70 cents, other stations *pro rata* on actual mileage.

Sebasticoock and Moosehead Railroad. Each road receives its locals.

Bangor and Piscataquis Railroad. Maine Central takes 25 cents on each passenger between Bangor and Oldtown. West of Bangor we add our local rate to Bangor rate, excepting that, on all Portland business we take \$3.50.

New Brunswick Railway. On unlimited tickets each road receives its locals. On limited tickets divisions are nearly *pro rata* on actual mileage after deducting arbitrary for Bridge at St. John.

Somerset Railway. We take on Portland passengers \$2.50. Each road receives its locals on all others.

Sandy River Railroad. Each road receives its locals.

No existing contracts with Steamboat or Steamship Companies.

The Western Union Telegraph Company maintains all telegraph lines on the line of the Maine Central Railroad.

The Railroad Company transports free of charge all employes of the Telegraph Company traveling on business of said company and also transports and distributes free of charges all material for construction, maintenance, operation, repairs and reconstruction of lines and wires and operation of same. Also transacts, free of charge, all commercial business, furnishes office room, light and fuel, excepting at station where the business is so large that one man cannot attend to both the Railroad and Telegraph Company's business, when the Telegraph Company pays its own operator.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From	To	Miles.		
Androscoggin and Kennebec Railroad Bonds	Danville Junction, Brunswick, Crowleys, Bangor,	Waterville, Leeds Junction, Lewiston, Winn, Augusta, Bath,	54.6	\$ 1,827 84	None.
Bath Loan to Androscoggin Railroad	Portland, Brunswick, Leeds Junction, Danville	Bath, Farmington, Bangor, Cumberland Junc.,	81.	2,861 30	"
City of Bangor to E. & N. A. Ry.	"	"	55.	18,181 82	"
Portland & Kennebec R. R. Consols.	Portland, Brunswick, Leeds Junction, Danville	Bath, Farmington, Bangor, Cumberland Junc.,	72.	16,304 17	"
Leeds & Farmington Railroad Bonds	"	"	36.4	17,390 10	"
Maine Central Railroad 7% Loan	Portland, Brunswick, Cumberland, Leeds Junction,	Bath, Skowhegan, Farmington,	109.5	6,911 42	"
Main Central R. R. Extension Bonds.	"	"	18.3	17,390 10	"
Maine Central Consols	Portland, Brunswick, Cumberland, Leeds Junction,	Bath, Skowhegan, Farmington,	304.1	17,961 21	All Equipment of Maine Central Railroad.
Me. Central Collateral Trust Bonds.	Penobscot Junction, Mt. Desert Ferry.		41.13	17,724 03	None.
Me. Shore Line Bonds.	None.				
Me. Central Debenture					
" " Sinking Fund Bonds					
" " Improvement					

EMPLOYEES AND SALARIES—Entire Line.

Class.	Number.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	13	\$34,800 00	\$8,552 47
General Office Clerks.....	39	25,318 63	2,074 11
Station Agents.....	171	95,569 32	1,789 31
Other Station Men.....	261	113,764 86	1,392 59
Enginemen.....	138	132,275 31	3,062 37
Firemen.....	137	84,367 22	1,967 47
Conductors.....	82	70,498 45	2,746 76
Other Trainmen.....	209	107,839 83	1,648 49
Machinists.....	83	58,231 07	2,241 46
Carpenters.....	168	92,021 52	1,749 99
Other Shopmen.....	103	49 606 52	1,538 71
Section Foremen.....	150	82,162 50	1,750 00
Other Trackmen.....	642	263,339 26	1,310 00
Switchmen, Flagmen and Watchmen	152	70,447 05	1,480 72
Telegraph Operators and Dispatchers	34	19,014 00	1,786 69
Employees—account Floating Equip- ment.....	18	10,468 50	1,858 09
All other Employees and Laborers....	656	349,332 93	1,701 34
Total (Including "General Offi- cers").....	3,056	\$1,658,956 97	\$1,734 35
Less "General Officers".....	13	34,800 00	8,552 47
Total (Excluding "General Of- ficers").....	3,043	\$1,624,156 97	\$1,705 22
Distribution of Above:			
General Administration.....	52	\$ 60,118 63	\$3,693 69
Maintenance of Way and Struc- tures.....	1,176	582,515 17	1,582 66
Maintenance of Equipment.....	369	182,535 50	1,580 43
Conducting Transportation.....	1,459	833,787 67	1,825 81
Total (Including "General Offi- cers").....	3,056	\$1,658,956 97	\$1,734 35
Less "General Officers".....	13	34,800 00	8,552 47
Total (Excluding "General Of- ficers").....	3,043	\$1,624,156 97	\$1,705 22

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	1,943,351			
Number of passengers carried one mile.....	75,938,045			
Average distance carried.....	39.07			
Total passenger revenue.....		1,810,943	85	
Average amount received from each passenger.....			93	1.86
Average receipts per passenger per mile.....			02	3.84
Estimated cost of carrying each passenger one mile.....			01	7.82
Total passenger earnings.....		2,028,356	09	
Passenger earnings per train-mile.....			1 28	6.97
Freight Traffic :				
Number of tons carried of freight earning revenue.....	1,741,519			
Number of tons carried one mile.....	127,442,150.24			
Average distance haul of one ton.....	73.18			
Total freight revenue.....		2,294,797	62	
Average amount received for each ton of freight.....			1 31	7.69
Average receipts per ton per mile.....			01	8
Estimated cost of carrying one ton one mile.....			01	1.19
Total freight earnings.....		2,294,797	62	
Freight earnings per train mile.....			1 69	5.63
Passenger and Freight :				
Passenger and freight revenue.....		4,105,741	47	
Passenger and freight revenue per mile of road.....		5,364	38	7.77
Passenger and freight earnings.....		4,323,153	71	
Passenger and freight earnings per mile of road.....		5,648	44	9.39

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
Gross earnings from operation.		4,346,953	71	
Gross earnings from operation per mile of road.....		5,679	54	5.46
Expenses		2,880,203	75	
Expenses per mile of road.....		3,763	15	2.10
Train Mileage:				
Miles run by passenger trains..	1,576,064			
Miles run by freight trains	1,353,355			
Total Mileage Train Earning Revenue.....	2,929,419			
Miles run by switching trains..	959,085			
Miles run by construction and other trains.....	267,079			
Grand Total Train Mileage....	4,155,583			

FREIGHT TRAFFIC MOVEMENT—Entire Line.

Commodity.	Freight Originat- ing on this Road. Whole Tons.	Freight Received from Connect- ing Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....	10,042	145,921	155,963	.89
Flour.....	3,316	75,119	78,435	.45
Other Mill Products.....	8,696	21,980	30,676	.17
Hay.....	53,995	5,406	59,401	.34
Tobacco.....	698	228	926	.05
Cotton.....		10,285	10,285	.06
Fruit and Vegetables.....	29,549	34,184	63,733	.36
Products of Animals :				
Live Stock.....	9,486	5,420	14,906	.09
Dressed Meats.....	6,092	4,410	10,502	.06
Other Packing-house Products.....	4,501	2,202	6,703	.04
Poultry, Game, and Fish.....	3,379	1,558	4,937	.03
Wool.....	3,973	5,282	9,255	.05
Hides and Leather.....	8,747	6,904	15,651	.09
Products of Mines :				
Anthracite Coal.....	50,914	72,709	123,623	.71
Bituminous Coal.....	2,502	13,490	15,992	.09
Ores.....	1,909	8,600	10,509	.06
Stone, Sand, and other like articles.....	69,457	12,090	81,547	.46
Products of Forest :				
Lumber.....	395,120	80,425	475,545	2.73
Manufactures :				
Petroleum and other Oils.....	17,136	5,766	22,902	.13
Sugar.....	6,176	7,008	13,184	.07
Naval Stores.....	227	201	428	.0024
Iron, Pig and Bloom.....	2,312	4,594	6,906	.04
Iron and Steel Rails.....		2,480	2,480	.01
Other Castings and Machinery.....	6,008	7,252	13,260	.08
Bar and Sheet Metal.....	4,796	2,721	7,517	.04
Cement, Brick and Lime.....	29,420	19,930	49,350	.28
Agricultural Implements.....	2,722	2,342	5,064	.02
Wagons, Carriages, Tools, etc.....	4,100	3,365	7,465	.04
Wines, Liquors, and Beers....	928	1,927	2,855	.02
Household Goods & Furniture.....	6,590	2,085	8,675	.05
Merchandise.....	116,500	65,560	182,060	1.04
Miscellaneous : Other commod- ities not mentioned above....	222,080	28,704	250,784	1.44
Total Tonnage—Entire Line....	1,081,371	660,148	1,741,519	10.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives :						
Passenger.....	7	52	52	{ 47 West'house 5 New York.	None.	
Freight.....	6	61	23	Westinghouse.		
Switching.....		26	5			
Total Locomotives.....	13	139	79		None.	
Cars in Passenger Service :						
First-class Passenger Cars.....		107	107	Westinghouse.	107	Miller.
Second-class Passenger Cars.....		5	5	"	5	"
Combination Passenger Cars.....		13	13	"	13	"
Baggage, Exp. and Postal Cars.....	3	50	50	"	50	"
Other Cars in Passenger service.....		5	1	"	1	"
Total.....	3	180	176		176	
Cars in Freight Service :						
Box Cars.....		862	None.		None.	
Flat Cars.....	272	1,527				
Stock Cars.....		89				
Coal Cars.....	100	150				
Refrigerator Cars.....		14				
Other Cars.....		90				
Total.....	372					

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Company's Service :						
Gravel Cars		70	} None.		None.	
Derrick Cars		7				
Caboose Cars	4	46				
Total	4	123				
Cars Contributed to Fast Freight Line Service :						
Total Cars Owned		50				
Grand Total Cars		3,085				
		3,085				

MILEAGE.

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Total Mileage Operated.	RAILS.		
				Iron.	Steel.	Mixed
Miles of single track.....	314.23	451.14	765.37	33.04	732.33	
Miles of second track.....	11.00	.80	11.80		11.80	
Miles of yard track and sidings.....	99.73	78.93	178.66			178.66
Total Mileage Operated (all tracks).....	424.96	530.87	955.83	33.04	744.13	178.66

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Total Mileage, Excluding Trackage Rights.	RAILS.	
				Iron.	Steel.
Maine.....	314.23	285.14	599.37	33.04	566.33
New Hampshire.....		99.15	99.15		99.15
Vermont.....		13.85	13.85		13.85
Dominion of Canada ..		53.00	53.00		53.00
Total Mileage Operated (single track).....	314.23	451.14	765.37	33.04	732.33

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Maine	314.23
Total Mileage Owned (single track).....	314.23

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed—Tons of 2000 lbs.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.		Soft.				
Passenger-----	48,528	¹⁰⁴⁰	140½	per cord.	48,598	1,576,064	61.10%
Freight----	52,356	⁸⁴⁰	147½	"	52,430	1,353,355	77.16%
Switching-----	22,745		54½	"	22,772	959,085	47.00%
Construction-----	5,648	⁶⁸⁰	14½	"	5,655	267,079	42.30%
Total-----	129,278	²⁵²⁰	357½	per cord.	129,456	4,155,583	62.81%
Average Cost at distributing point-----	\$3.21 ⁴³ / ₁₀₀ per ton of 2000 lbs.		\$5.16½ "		\$3.22 ⁴¹ / ₁₀₀ per ton.		

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.					
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.	OTHER EMPLOYEES	TOTAL.	
	Killed.	Injured.	Injured.	Injured.	Killed.	Injured.
Coupling and Uncoupling	2	7	1		2	8
Falling from Trains and Engines		1		1		2
Collisions				8		8
Derailments	2				2	
Other Train Accidents	1	1			1	1
At Stations	2	1	1		2	2
Total	7	10	2	9	7	21

Kind of Accident.	PASS- ENGERS.		OTHERS.				TOTAL.	
			TRES- PASSING.		NOT TRES- PASSING.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At Highway Crossings					2	5	2	5
At Stations	1	1	7	1			7	1
Other Causes								
Total	1	1	7	1	2	5	9	6

F. L. Dow, brakeman, leaning from locomotive, struck by passing car and killed.

John Parnell, brakemen, leaning from locomotive, struck by bridge and injured.

ACCIDENTS TO PERSONS—Continued.

L. B. Haywell, trespasser, found under bridge; probably struck by locomotive.

Mrs. Honore Flynn, " walking on track, struck by locomotive and killed.

J. M. Stewart, " " " " "

John Moore, " " " " "

Moses A. Kimball, " " " " "

John Marion, trespasser, stealing ride, jumped from car and was killed.

Man—unknown, " stealing ride, on cowcatcher, jumped off and was killed.

Andrew Knox, " attempting to climb across train. Train was started and his foot was caught by draw-bar and crushed.

CHARACTERISTICS OF ROAD.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges:								Overhead Highway Crossings:			
Iron	106	14,616	11	25		913	2	Bridges	30	14	6
Wooden	52	5,521	4½	27		739	7	Total	30		
Combination	2	622	3	308		314	3	Overhead Railway Crossings:			
								Bridges	1	15	6
Total	160	20,760	81½					Total	1		
Trestles, Wooden	31	9,332	10	28	3	1,649					
Iron	2	1,002	6	485		517	6				

Gauge of all Track.—Four feet, eight and one-half inches.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.	OPERATED BY ANOTHER COMPANY.		
			Miles of Line.	Miles of Wire.	Name of Operating Company.
33.13	33.13	Owned by Maine Central R. R.	33.13	33.13	Western Union Tel. Company.
59.3	59.3	" Port. & Ogd. Ry.	59.3	59.3	"
9.8	9.8	" Upper Coos R. R.	9.8	9.8	"
53.0	53.0	" Hereford Ry.	53.0	53.0	"

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line, 675.37. Miles of Wire, 2,792.43. Owned by the Western Union Telegraph Company. Operated by the Western Union Telegraph Company.

The telegraph lines owned by Railroad Companies whose property is leased to the Maine Central Railroad Company have been entered under Table "A" as owned.

The Western Union Telegraph Company operates all the lines on the Maine Central System, the Railroad Company having the use of the necessary wires for its railroad business.

CAR MILEAGE.

This company pays car Mileage for the use of cars as follows :

Easten Rolling Stock Company, Bangor, Me.
Consolidated Rolling Stock Company, Bridgeport, Com.
American Refrigerator Trans. Line.
Armour Refrigerator Line.
Arms Palace Horse Car.
Blue Line.
Burton Stock Car Company.
Canadian Pacific Despatch.
Canada Southern Line.
Canada Cattle Car Company.
Chicago Refrigerator Car Company.
Cutting Car Company.
Eastman Freight Car Heater Company.
Empire Line.
Erie Despatch Line.
Excelsior Palace Horse Car Company.
Fall Brook Coal Company.
Fairfield Chemical Company.
Fall Mountain Paper Company.
Great Eastern Line.
Grossman Palace Horse Car Company.
Green & Johnson.
Hall Granite Company
Hammond Refrigerator Line.
Iron Car Express Coal Line.
Kanawah Valley Roll Stock Line.
Keystone Palace Horse Car Company.
Manhattan Oil Company.
Merchants Despatch Line.
Midland Line.
Morris Refrigerator Line.
National Despatch Line.
Nelson, Morris & Co.
Nickel Plate Line.
Portland Kerosene Oil Company.
Red Line.
Rend W. P. & Co.
Shore Line.
Southern Iron Can. Line.
Street Stable Car Line.
Swift Refrigerator Line.
Union Line.
Vandalia Line.
Vannah, Chute & Co.
White Line.

STATE OF MAINE, }
County of Cumberland. } ss: .

WE, the undersigned, Payson Tucker, General Manager, and Geo. W. York, Auditor, of the Maine Central Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

PAYSON TUCKER, *Gen. Manager.*

GEO. W. YORK, *Auditor.*

Subscribed and sworn to before me,
this 25th day of November, 1891.

HORACE G. PARKMAN,

Justice of the Peace.

ANNUAL REPORT
OF THE
MONTPELIER AND WELLS RIVER RAILROAD,
FOR THE YEAR ENDING MARCH 31, 1891.

HISTORY.

Name of common carrier making this report : Montpelier and Wells River Railroad.

Date of organization : January 1, 1877.

Organized under the laws of the State of Vermont.

Reorganized under the name of Montpelier and Wells River Railroad, under the General Laws of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
D. R. Sortwell	East Cambridge, Mass.	Last Thursday in May, 1892.
A. F. Sortwell	East Cambridge, Mass.	
J. W. Brock	Montpelier, Vt.	
S. C. Shurtleff	Montpelier, Vt.	
Joel Foster	Montpelier, Vt.	

Total number of stockholders at date of last election : 36.

Date of last meeting of stockholders for election of directors : May 28, 1891.

Post-office address of general office : Montpelier, Vt.

Post-office address of operating office : Montpelier, Vt.

OFFICERS.

Chairman of the Board, President.

President—D. R. Sortwell, Montpelier, Vt.

Vice-President—A. F. Sortwell, Montpelier, Vt.

Secretary and Treasurer—Joel Foster, Montpelier, Vt.

Attorney or General Counsel—S. C. Shurtleff, Montpelier, Vt.

Auditor—F. W. Morse, Montpelier, Vt.

Chief Engineer—Asa Howe, Montpelier, Vt.

General Superintendent—W. A. Stowell, Montpelier, Vt.

General Freight Agent—F. W. Morse, Montpelier, Vt.

General Passenger Agent—F. W. Morse, Montpelier, Vt.

General Ticket Agent—F. W. Morse, Montpelier, Vt.

General Baggage Agent—F. W. Morse, Montpelier, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Montpelier and Wells River Railroad	Montp. Vt.	Wells R. Vt.	38 $\frac{8}{10}$
Barre Branch Railroad	Barre Junc.	Barre	3 $\frac{8}{10}$
Total			42

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From	To			
Barre Branch R. R.	Barre Jc.	Barre.	Montpelier and Wells River R. R.	Lease ...	3 $\frac{8}{10}$

Barre Branch Railroad, extending from Barre Junction to Barre, Vt., 3 8-10 miles. Leased to the Montpelier and Wells River Railroad.

The capital stock of Barre Branch Railroad is \$80,000. The Montpelier and Wells River Railroad agreeing to pay 6 per cent per annum on the stock of Barre Branch Railroad.

The Barre Branch Railroad has no rolling stock of any kind of its own. Lease commenced June 1st, 1889. Stock all owned by D. R. Sortwell, President, Montpelier and Wells River Railroad.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common	16,000	\$50 00	\$800,000 00	All.

Remarks.

Original bonds issued by the Montpelier and Wells River Railroad Company, \$800,000 converted into stock when Company was reorganized, January 1st, 1877. Original capital stock was \$400,000 in stock, \$800,000 in bonds. Interest was defaulted for several years when the holders of the bonds foreclosed and took the road, making face of bonds the capital stock.

No debt on Road.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$ 7,139 74
Due from Agents.....	2,333 71
Balance—Current Liabilities.....	4,825 39
Total.....	\$14,298 84

Current Liabilities Accrued to and Including June 30, 1891.

Loans and Bills Payable.....	\$ 3,370 00
Net Traffic Balances due to other Companies.....	10,928 84
Total.....	\$14,298 84

Materials and Supplies on hand, \$20,207 28.

RECAPITULATION.

Capital Stock—Total Amount Outstanding, \$800,000 00.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

No Construction Account, all improvements charged in Operating Expenses.

No Equipment Account, all charged in Operating Expenses.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$129,393 20	
Less Operating Expenses.....	122,515 45	
Income from Operation.....	6,877 75	
Total Income.....		\$ 6,877 75
Taxes.....	2,786 07	
Gross Expense Barre Branch Railroad.....	1,196 96	
Total Deductions from Income.....		3,983 03
Net Income.....		\$2,894 72
Total.....		2,894 72

INCOME ACCOUNT—Continued.

Surplus* from Operations of Year Ending June 30, 1891.....	\$ 2,894 72
Surplus on June 30, 1890.....	9,834 55
Additions for Year.....	2,652 62
Surplus on June 30, 1891.....	\$15,381 89

No means of knowing what the earnings of Barre Branch Railroad are as they are not kept separate.

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger Revenue.....	\$48,126 98	
Total Passenger Revenue.....		\$48,126 98
Mail.....		3,093 81
Express.....		1,800 00
Total Passenger Earnings.....		\$53,020 79
Freight:		
Freight Revenue.....	\$75,404 79	
Total Freight Revenue.....		\$75,404 79
Total Freight Earnings.....		\$75,404 79
Total Passenger and Freight Earnings...		\$128,425 58
Other Earnings from Operation:		
Car Mileage.....	\$266 95	
Rents not Otherwise Provided for.....	700 67	
Total Other Earnings.....		\$967 62
Total Gross Earnings from Operation...		\$129,393 20

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....			\$33,559 23
Renewals of Rails.....			1,988 29
Renewals of Ties.....			6,221 95
Repairs of Bridges and Culverts.....			3,231 84
Cattle Guards.....			364 02
Repairs of Buildings.....			10,217 44
Repairs of Telegraph.....	41.30	58.70	
Other Expenses.....			5,160 65
Total.....	\$25,087 03	\$35,656 39	\$60,743 42
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....			\$13,245 34
Repairs and renewals of Passenger Cars.....			2,799 06
Repairs and renewals of Freight Cars.....			1,050 27
Shop, Machinery, Tools, Etc.....			130 39
Other Expenses.....			119 47
Total.....	\$7,163 29	\$10,181 24	\$17,344 53
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....			\$8,959 70
Fuel for Locomotives.....			12,817 97
Water-supply for Locomotives.....			663 65
All other Supplies for Locomotives, Oil Waste.....			1,664 49
Wages of other Trainmen.....			5,714 93
Wages of Switchmen, Flagmen and Watchmen.....			240 00
Wages of Station Agents, Clerks and Laborers.....			5,010 84
Station Supplies.....			207 36
Switching Charges—Balance.....			222 20
Car Mileage—Balance.....			435 00
Loss and Damage.....			159 11
Other Expenses.....			396 97
Total.....	\$15,071 29	\$21,420 93	\$36,492 22

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses :			
Salaries of Officers.....			\$3,600 00
Salaries of Clerks.....			1,425 96
Advertising.....			118 44
Insurance.....			860 20
Legal Expenses.....	41.3%	58.7%	547 69
Stationery and Printing.....			623 07
Other General Expenses.....			760 92
Total.....	\$3,277 27	\$4,658 01	\$7,935 28
Recapitulation of Expenses :			
Maintenance of Way and Structures.....	\$25,087 03	\$35,656 39	\$60,743 42
Maintenance of Equipment.....	7,163 29	10,181 24	17,344 53
Conducting Transportation.....	15,071 29	21,420 93	36,492 22
General Expenses.....	3,277 27	4,658 01	7,935 28
Grand Total.....	\$50,598 88	\$71,916 57	\$122,515 45
Percentage of Expenses to Earn- ings.....	.391047	.555799	.946846

RENTALS PAID.

Barre Branch Railroad. No rent paid up to date of making this report, March 31, 1891.

COMPARATIVE GENERAL BALANCE SHEET.

<i>Assets :</i>		
Cost of Road.....		\$800,000 00
Cash and Current Assets.....		9,473 45
<i>Other Assets :</i>		
Materials and Supplies		\$20,207 28
Grand Total		\$829,680 73
<i>Liabilities :</i>		
Capital Stock.....		\$800,000 00
Current Liabilities.....		14,298 84
Profit and Loss.....		15,381 89
Grand Total.....		\$829,680 73

CONTRACTS, AGREEMENT, ETC.

American Express Company : \$150 per month.

United States Mail : \$3,290.06 for year.

Western Union Telegraph Company own the wires, poles and instruments; our agents do operating for them free of charge in consideration of which we are granted free use of wire and instruments for train service and other railroad business.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	3	313	\$ 4,500 00	\$4 79
General Office Clerks.....	2	313	1,344 00	2 14 ⁷ / ₈
Station Agents.....	9	313	3,696 00	1 31 ³ / ₈
Other Station Men.....	3	313	1,314 84	1 40
Enginemen.....	7	313	4,757 60	2 17
Firemen.....	6	350	2,782 50	1 32 ¹ / ₂
Conductors.....	5	313	3,286 50	2 10
Other Trainmen.....	7	313	2,538 03	1 15 ¹ / ₂
Carpenters.....	5	313	3,205 75	2 05
Other Shopmen.....	2	313	1,198 50	1 91 ¹ / ₂
Section Foremen.....	9	313	4,225 50	1 50
Other Trackmen.....	27	313	11,986 85	1 38 ³ / ₈
Switchmen, Flagmen, and Watchmen.....	4	313	1,608 75	1 28 ¹ / ₂
Total (Including "General Officers")—Vermont.....	89		\$46,444 82	
Less "General Officers,"	3		4,500 00	
Total (Excluding "General Officers")—Vermont.....	86		\$41,944 82	
Distribution of above :				
General Administration....	3	313	\$ 4,500 00	\$4 79
Maintenance of Way and Structures.....	36	313	16,212 35	1 44
Maintenance of Equipment....	7	313	4,404 25	2 01
Conducting Transportation....	43	313	21,328 22	1 58 ⁴ / ₁₀
Total (Including "General Officers")—Vermont.....	89		\$ 46,444 82	
Less "General Officers,"	3		4,500 00	
Total (Excluding "General Officers")—Vermont.....	86		\$ 41,944 82	
Total (Including "General Officers")—Entire Line....	89		\$ 46,444 82	\$1 66 ³ / ₈

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	86,715			
Number of passengers carried one mile.....	1,452,471			
Average distance carried....	16½	48,126	98	
Total passenger revenue.....				
Average amount received from each passenger.....			55	6.
Average receipts per passenger per mile.....			03	3.13
Passenger earnings per train-mile			87	3.63
Freight Traffic :				
Number of tons carried of freight earning revenue....	76,166½			
Number of tons carried one mile.....	2,323 073			
Average distance haul of one ton	30½	75,404	79	
Total freight revenue				
Average amount received for each ton of freight.....			99	
Average receipts per ton per mile			03	2.45
Freight earnings per train-mile		2	00	7.58
Passenger and Freight :				
Passenger and freight earnings.....		123,531	77	
Passenger and freight earnings per mile of road.....		2,941	23	
Train Mileage:				
Miles run by passenger trains.....	55,088			
Miles run by mixed trains.....	37,560			
Total mileage trains earning revenue.....	92,648			

Freight Traffic Movement, no means of knowing.

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.	
			Number	Kind.
Locomotives:				
Passenger.....	1	3		Westinghouse
Freight.....	1	3		"
Total Locomotives.....		6		
Cars in Passenger Service: *				
First-class Passenger Cars.....		4		Westinghouse
Combination Passenger Cars.....		1		"
Baggage, Express and Postal Cars.....		2		"
Total.....		7		
Cars in Freight Service:				
Box Cars.....			38	
Flat Cars.....			63	
Stock Cars.....			6	
Coal Cars.....			4	
Refrigerator Cars.....			2	
Total.....			113	
Cars in Company's Service:				
Derrick Cars.....			1	
Caboose Cars.....			1	
Total.....			2	

*Cars in Passenger Service, Equipment fitted with Miller Automatic Coupler.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Total Mileage Operated.	RAILS.	
				Iron.	Steel.
Miles of single track.	38 $\frac{1}{2}$	3 $\frac{1}{2}$	42		42
Miles of yard track and sidings.....	6 $\frac{1}{2}$ Estimated	1	7 $\frac{1}{2}$	7 $\frac{1}{2}$	
Total Mileage Operated (all tracks.)	44 $\frac{7}{10}$	4 $\frac{2}{5}$	49 $\frac{1}{2}$	7 $\frac{1}{2}$	42

Mileage of line in Vermont: Main line, 44 $\frac{7}{10}$; includes sidings. Line operated under lease, 4 $\frac{2}{5}$; includes sidings. Rails, iron 7 $\frac{1}{2}$. Steel 42.

Mileage owned by road making this report in Vermont: Main line, 44 $\frac{7}{10}$; includes sidings. Rails, iron 6 $\frac{1}{2}$. Steel 38 $\frac{1}{2}$.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number	Average Price at Distributing Point.
Steel	312 $\frac{1}{2}$	60 lbs.	\$38 25	Hemlock Tamarack Cedar	10,691 5,185 10,419	Can't say
Total Steel..	312 $\frac{1}{2}$	60 lbs.	\$38 25	Total,	26,295	
						\$.28 $\frac{6}{10}$ each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous.	Hard.	Soft.			
Passenger...	1,498			1,498	55,088	54 $\frac{4}{10}$
Freight	336	578	24	733 $\frac{1}{2}$	37,560	39
Switching...	139 $\frac{1}{10}$	117	171	302 $\frac{5}{10}$		
Construction.		131	217	1 $\times$ 5 $\frac{5}{8}$	No record.	
Total	1,973 $\frac{1}{10}$	826	412	2,729 $\frac{23}{100}$	92,648	59
Average Cost At Distributing Point.	\$4 30	\$3 50				

CHARACTERISTICS OF ROAD.

From Montpelier to Wells River, 38 $\frac{1}{2}$ miles. Aggregate length of curved line, 20 $\frac{1}{2}$ miles. Ascending grades, 9.12 feet. Aggregate length of ascending grades, 19 $\frac{5}{10}$ miles. Descending grades, 9.18 feet. Aggregate length of descending grades, 18 $\frac{5}{10}$ miles. From Barre to Barre Junction, 3 $\frac{1}{2}$ miles. Can't say.

Bridges:

Number Wooden.....	12
Aggregate length.....	2,097 feet 3 inches.
Minimum length.....	35 feet 6 inches.
Maximum length.....	152 feet 6 inches.

Trestles:

Number.....	2
Aggregate length.....	328 feet.
Minimum length.....	103 "
Maximum length.....	225 "

Overhead Highway Crossings:

Number Bridges.....	3
Height of lowest above surface of rail.....	13 feet, 6 inches.

Gauge of Track: 4 feet, 8 $\frac{1}{2}$ inches. 38 $\frac{1}{2}$ miles.

Telegraph:

Owned and operated by Western Union Telegraph Company, 38 $\frac{1}{2}$ miles of wire.

CAR MILEAGE.

In regard to the information asked for on this page, if it is intended by the question to know if we rent any rolling stock from any individuals or stock companies, would reply: No; we do not. If, perchance, we use car belonging to any other road, individual or stock companies we pay the established rate per mile for its use. Of these there are several, viz :

National Despatch Company, Canadian Pacific Despatch Company, Great Eastern Line, White Line, Red Line, Blue Line, Canada Southern Line, Nickle Plate Line, Erie Despatch and R. W. and O. Line.

STATE OF VERMONT,)
County of Washington. } ss:

I, the undersigned, F. W. Morse, Auditor of the Montpelier and Wells River Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company ; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief ; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

F. W. MORSE, *Auditor.*

Subscribed and sworn to before me,
this 21st day of November, 1891.

S. C. SHURTLEFF.

Notary Public.

ANNUAL REPORT
OF THE
NEW LONDON NORTHERN RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1891.
HISTORY.

Name of common carrier making this report: New London Northern Railroad Company.

Date of organization: May 31, 1860.

Organized under the laws of Massachusetts and Connecticut.

Operated by the Central Vermont Railroad Company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Robert Coit.....	New London, Conn.....	February 2, 1891.
Benjamin Stark.....	".....	
Augustus Brandegee.....	".....	
Jonathan N. Harris.....	".....	
C. A. Williams.....	".....	
Thomas Ramsdell.....	Windham, Conn.....	
E. H. Osgood.....	Norwich, Conn.....	
Jas. A. Rumrill.....	Springfield, Mass.....	
Thomas B. Eaton.....	Worcester, Mass.....	

Total number stockholders at date of last election: 320.

Date of last meeting of stockholders for election of directors: February 4, 1891.

Post-office address of general office: New London, Conn.

Post-office address of operating office: St. Albans, Vt.

OFFICERS.

President—Robert Coit, New London, Conn.

Secretary—J. A. Southard, New London, Conn.

Treasurer—Robert Coit, New London, Conn.

Attorney, or General Counsel—Augustus Brandegee, New London, Conn.

General Auditor—E. G. Lucas, St. Albans, Vt.

General Superintendent—J. M. Foss, St. Albans, Vt.

Assistant General Superintendent—F. W. Baldwin, St. Albans, Vt.

Superintendent—C. F. Spaulding, New London, Conn.

Superintendent of Telegraph—M. Magiff, St. Albans, Vt.

Superintendent Local Freight Traffic—E. A. Chittenden, St. Albans, Vt.

General Freight Agent—C. F. Spaulding, New London, Conn.

Asst. General Freight Agent—J. A. Southard, New London, Conn.

General Passenger Agent—S. W. Cummings, St. Albans, Vt.

Asst. General Passenger Agent—J. A. Southard, New London, Conn.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From	To			
New London Northern ----- Brattleboro and Whitehall..	New London, Conn ----- Brattleboro, Vt.	Brattleboro, Vt. So. Londonderry	Central Vermont. Central Vermont.	Lease. "	121 36
Total Mileage..					157

Leased to Central Vermont Railroad Company for twenty years from December 1st, 1871, at a rental of \$155,000 per annum, for 100 miles, New London to Miller's Falls; \$39,000 for 21 miles, Miller's Falls to Brattleboro, and interest on advances by lessors for permanent improvements, and \$12,000 per annum for Brattleboro and Whitehall Railroad.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock : Common	20,000	\$100 00	\$2,000,000 00	\$150,000 00	7 per cent.	\$105,000 00
Total.....	20,000	\$100 00	\$2,000,000 00	\$150,000 00		\$105,000 00
Manner of Payment for Capital Stock.					Total Cash Realized.	
Issued for Cash : Common.....					\$	340,673 33
Issued for Bonds.....						1,102,660 00
Issued for Stock of Amherst, Belchertown and Palmer Railroad.....						56,666 67
Total.....						\$1,500,000 00
Total Number Shares Issued.....				15,000		

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
2d Mortgage.	1872	1892	\$ 500,000 00	\$387,500 00	\$387,500 00	\$389,000 00	7%	June & Dec.	\$27,125 00	\$27,125 00
Consolidated	1880	1910	{ 1,500,000 00	812,000 00	812,000 00	847,066 65	5%	Jan'y & July	40,000 00	40,600 00
"	1885	1910	{	300,000 00	300,000 00	304,530 00	4%	"	12,000 00	12,000 00
Total	-----	-----	\$2,000,000 00	\$1,499,500 00	\$1,499,500 00	\$1,541,196 65	-----	-----	\$79,725 00	\$79,725 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	INTEREST.		
	Amount Issued.	Amount Outstanding.	Am't Accru'd During Yr. Am't Paid During Year.
Mortgage Bonds	\$1,499,500 00	\$1,499,500 00	\$79,725 00
Total	\$1,499,500 00	\$1,499,500 00	\$79,725 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1891.	
Cash.....	\$67,666 12	Loans and Bills Payable.....	\$100,000 00
Due from Solvent Companies and In- dividuals.....	80,042 91	Audited Vouchers and Accounts.....	186 58
		Dividends not called for.....	1,470 25
		Matured Interest Cou- pons Unpaid.....	2,926 84
		Balance-Cash Assets	43,125 36
Total.....	\$147,709 03	Total.....	\$147,709 03

RECAPITULATION.

Account.	Total Amount Outstanding.	Apportionm't to Railroads.	Miles.	Amount per Mile of Road.
Capital Stock.....	\$1,500,000 00	\$1,500,000 00	121	\$12,396 69
Bonds.....	1,499,500 00	1,499,500 00	121	12,392 56
Total.....	\$2,999,500 00	\$2,999,500 00	121	\$24,789 25

COST OF ROAD AND EQUIPMENT.

Item.	Included in Oper- ating Expenses.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost Per Mile.
Buildings, Furniture and Fixtur's	\$3,904 98			
Total Con- struction.	3,904 98	\$2,953,336 72	\$2,957,241 70	\$24,440 01
Total Equip- ment.....		248,420 44	248,420 44	2,053 06
Grand Total	\$3,904 98	\$3,201,757 16	\$3,205,662 14	\$26,493 07

INCOME ACCOUNT.

Income from Lease of Road.....	\$240,446 33	
Miscellaneous Income—less Expenses.....	1,280 25	
Total Income.....		\$241,726 58
Deductions from Income:		
Salaries and Maintenance of Organization...	\$ 2,700 00	
Interest on Funded Debt Accrued.....	79,725 00	
Interest on Interest-bearing Current Liabilities Accrued, not otherwise provided for...	4,392 50	
Taxes.....	235 99	
Permanent Improvements.....	3,904 98	
Legal Expenses, Insurance and Miscellaneous	2,532 05	
Total Deductions from Income.....		\$93,490 52
Net Income.....		\$148,236 06
Dividends, 7 per cent, Common Stock.....		105,000 00
Total.....		105,000 00
Surplus from Operations of Year ending June 30, 1891.....		\$43,236 06
Surplus on June 30, 1890.....		477,080 30
Additions for Year.....		43,236 06
Surplus on June 30, 1891.....		\$520,316 36

BONDS OWNED.

Name.	Total Par Value	Rate.
Brattleboro and Whitehall Railroad..... (Not issued.)	\$150,000 00	6%

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellane- ous Income.
Rents and Wharfage.....	\$1,391 25	\$111 00	\$1,280 25

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890.	Assets.	June 30 1891.	Year Ending June 30, 1891.
Total.		Total.	Increase.
\$2,953,336 72	Cost of Road.....	\$2,953,336 72	
248,420 44	Cost of Equipment.....	248,420 44	
150,000 00	Bonds of other Companies owned.....	150,000 00	
93,170 00	Steamboat Property.....	93,170 00	
121,905 27	Cash and Current Assets.....	147,709 03	\$25,713 76
25,614 79	Sundries.....	31,763 84	6,149 05
\$3,592,537 22	Grand Total.....	\$3,624,400 03	\$31,862 81

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890.	Liabilities.	June 30, 1891.	Year Ending June 30, 1891.	
Total.		Total.	Increase.	Decrease.
\$1,500,000 00	Capital Stock.....	\$1,500,000 00		
1,499,500 00	Funded Debt.....	1,499,500 00		
115,956 92	Current Liabilities.....	104,583 67		\$11,373 25
477,080 30	Profit and Loss.....	520,316 36	\$43,236 06	
\$3,592,537 22	Grand Total.....	\$3,624,400 03	\$43,236 06	\$11,373 25

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From	To	Miles.	
Second Mortgage.....	New London	Miller's Falls	100	\$3,875 00
Consolidated.....	New London	Brattleboro	121	9,190 08
				\$13,065 08

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	1	12	12	Westinghouse		
Freight.....	1	12	4	"		
Switching.....		2				
Total.....	2	26	16			
Cars in Passenger Service:						
First-class Passenger Cars.....	1	14	14	Westinghouse	14	Miller.
Combination Passenger Cars.....		10	10	"	10	"
Other Cars in Passenger Service.....		2	2	"	2	"
Total.....	1	26	26		26	
Cars in Freight Service:						
Box Cars.....	4	111				
Flat Cars.....		137				
Tank Cars.....		55				
Total.....	4	303				

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number	Kind.
Cars in Company's Service:						
Gravel Cars.....		43				
Derrick Cars.....		1				
Caboose Cars.....		8				
Other road Cars.....		5				
Total.....		57				
Grand Total Cars.....		386	26		26	

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State or Territory.	Line Represented by Capital Stock.	Line of Proprietary Companies.	RAILS.	
			Iron.	Steel.
Connecting Lines.....	56	56	1.25	54.75
Massachusetts.....	54	54	4.23	49.78
Vermont.....	11	11		11.00
Total owned (single track).....	121	121	5.47	115.53

CHARACTERISTICS OF ROAD.

Bridges :

Number Stone, Aggregate Length 30 feet	2
Number Iron, Aggregate Length 1,015 feet.....	22
Number Wooden, Aggregate Length 11,866 feet.....	68
Total Number.....	92
Total Aggregate Length	12,911 feet

Overhead Highway Crossings:

Number Bridges	30
Height of lowest above surface of rail.....	14 feet, 2 inches.

Overhead Railway Crossings:

Number Bridges.....	1
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Gauge of Track.....4 feet, 8½ inches.

Length of Road.....121 miles of line.

Telegraph :

Owned and Operated by the Western Union Telegraph Company.....	121 miles.
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STATE OF CONNECTICUT, }
County of New London. } ss:

I, the undersigned, Robert Coit, President and Treasurer of the New London Northern Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the fore-

going accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

ROBERT COIT, *President and Treasurer.*

Subscribed and sworn to before
me, this 15th day of September,
1891.

JUSTUS A. SOUTHARD,

Notary Public.

ANNUAL REPORT

OF THE

NEWPORT AND RICHFORD RAILWAY,

FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report : Newport and Richford Railway.

Date of organization: December 9, 1880.

Organized under the laws of the State of Vermont.

Not a consolidated company.

Re-organized—Original company was Missisquoi and Clyde Rivers Railroad Company and re-organized under General Statutes of State of Vermont.

Carrier operating the road of this company: Canadian Pacific Railway Company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Emmons Raymond....	Cambridge, Mass.	Sept. 3, 1891.
W. K. Blodgett	Boston, Mass.	
Amos Barnes	Boston, Mass.	
J. L. Edwards	Newport Vt.	
H. E. Folsom	Lyndonville, Vt.	

Total number of stockholders at date of last election : Six.

Date of last meeting of stockholders for election of directors : September, 1890.

Post-office address of general office: Lyndonville, Vt.

Post-office address of operating office: Montreal, P. Q.

OFFICERS.

Chairman of the Board—Emmons Raymond, 95 Milk Street, Boston, Mass.

President—Emmons Raymond, 95 Milk Street, Boston, Mass.

Secretary and Treasurer—H. E. Folsom, Lyndonville, Vt.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Newport and Richford Railway. That portion of road operated by the South Eastern Railway Company in the State of Vermont. Operated by the Canadian Pacific Railway for Trustees for the Bondholders of the South Eastern Railway, under lease; 21 miles of line.

The Newport and Richford Railroad is leased to the South Eastern Railway, which road is operated by the Canadian Pacific Railway for and on account of the Trustees for the Bondholders.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common...	70,000	\$50 00	\$350,000	\$350,000
Total.....	70,000	\$50 00	\$350,000	\$350,000

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage Bonds.	1881	1911	\$350,000	\$350,000	\$350,000	\$350,000
Grand Total			\$350,000	\$350,000	\$350,000	\$350,000

INTEREST.

Rate.	When Payable.	Amount Accrued During Year.	Amount Matured During Year.
5 % per annum	January and July.	\$17,500	\$17,500
Grand Total		\$17,500	\$17,500

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage Bonds.....	\$350,000	\$350,000	\$17,500	\$17,500
Total.....	\$350,000	\$350,000	\$17,500	\$17,500

CURRENT ASSETS AND LIABILITIES.

All accounts assumed by the South Eastern Railway Company.

RECAPITULATION.

Account.	Total Amount Outstanding.	Apportionment to Railroad.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$350,000	\$350,000	22	\$15,900 00
Bonds.....	350,000	350,000	22	15,900 00
Total.....	\$700,000	\$700,000		\$31,818 18

The Newport and Richford Railroad is operated by Canadian Pacific Railway for and on account of Trustees of South Eastern Railway under lease.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Newport and Richford Railroad was formed at time of the re-organization of the Missisquoi and Clyde Rivers Railroad, under a foreclosure of the mortgage upon said road, which was held by the Connecticut and Passumpsic Rivers Railroad, and no means exists of arriving at the cost of road. There is no equipment.

INCOME ACCOUNT.

Income from Lease of Road.....	\$18,000
Total Income.....	\$18,000
Deductions from Income :	
Interest on Funded Debt Accrued.....	\$17,500
Other Deductions.....	500
Total Deductions from Income.....	\$18,000

COMPARATIVE GENERAL BALANCE SHEET.

Assets : Cost of Road, etc.

See note under heading, Cost of road, Equipment and Permanent Improvements.

Liabilities, June 30, 1890, Capital Stock.....	\$350,000
" Funded Debt.....	350,000
Total.....	<u>\$700,000</u>
Liabilities, June 30, 1891, Capital Stock.....	\$350,000
" Funded Debt.....	350,000
Total.....	<u>\$700,000</u>

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.
	From—	To—	Miles.	
First Mortgage Bonds.....	Newport ----- Canada Line, near East Richford, Vt.	Canada Line, near North Troy, Vt.... Canada Line, north of Richford, Vt....	22	\$15,909 00

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

In State of Vermont, 21 miles of main line, all steel rails.

STATE OF MASSACHUSETTS, } ss:
County of Suffolk.

We, the undersigned, Emmons Raymond, President, and H. E. Folsom, Treasurer, of the Newport and Richford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the

same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

EMMONS RAYMOND, *President.*

Subscribed and sworn to before
me, this 14th day of December,
1891.

GEO. L. GOODWIN,
Notary Public.

STATE OF VERMONT, }
County of Caledonia. } ss:

H. E. FOLSOM, *Treasurer.*

Subscribed and sworn to before
me, this 19th day of December,
1891.

L. B. HARRIS,
Notary Public.

ANNUAL REPORT

OF THE

ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD,

FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report : St. Johnsbury and Lake Champlain Railroad Company.

Date of organization : Reorganized January 31, 1890.

Chartered under the laws of the State of Vermont.

This railroad is a union of three roads, viz : The Lamoille Valley, chartered in 1867; The Montpelier & St. Johnsbury, chartered in 1866; and the Essex County Railroad, chartered in 1864, the same being amended in 1866.

Consolidation was affected by the three roads jointly bonding their property, and failing to pay the interest all went into the hands of receivers, October 18, 1877. The road was restored to the stockholders July 1, 1880, and operated by the St. Johnsbury & Lake Champlain R. R.

Previous to the appointment of receivers and during their operation, the road was called the Portland & Ogdensburg R. R., Vermont Division. It was reorganized under the name of St. Johnsbury & Lake Champlain R. R. January 31, 1880, under the laws of the State of Vermont. Commenced to operate under this name July 1, 1880.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
George W. Hendee.....	Morrisville, Vt.....	September 9, 1891.
H. E. Folsom.....	Lyndonville, Vt.....	
W. F. Hart.....	Boston, Mass.....	
S. C. Shurtleff.....	Montpelier, Vt.....	
C. S. Page.....	Hyde Park, Vt.....	
Samuel B. Lawrence.....	Medford, Mass.....	
Geo. C. Lord.....	Newton, Mass.....	
C. E. A. Bartlett.....	Chelmsford, Mass.....	
Franklin Fairbanks	St. Johnsbury, Vt.....	

Total number of stockholders at date of last election : 421.

Date of last meeting of stockholders for election of directors : September 11, 1890.

Post-office address of general office : Montpelier, Vt.

Post-office address of operating office : Boston, Mass.

OFFICERS.

President—C. E. A. Bartlett, Boston, Mass.

Secretary and Treasurer—F. W. Morse, Montpelier, Vt.

Cashier—C. E. A. Bartlett, Boston, Mass.

Auditor—M. Taylor, Boston, Mass.

Chief Engineer—H. Bissell, Boston, Mass.

Division Superintendent—H. E. Folsom, Lyndonville, Vt.

General Freight Agent—W. F. Berry, Boston, Mass.

General Passenger Agent—D. J. Flanders, Boston, Mass.

General Baggage Agent—W. R. Brackett, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
A. St. Johnsbury & Lake Champlain R. R.	Lunenburg, Vt.	Maquam Bay, Vt.	120.	120.
B. Victory Branch	North Concord, Vt.	East Haven, Vt.	11.50	11.50
Total			131.50	131.50

A. Main line. B. Branches and Spurs.

Steamer Maquam, for Passenger and Freight business, owned by this company in Vermont.

CAPITAL STOCK.

Description.	No. of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock:				
Common	51,000	\$50 00	\$2,550,000 00	\$2,550,000 00
Preferred	25,970	\$50 00	1,298,500 00	1,298,500 00
Total			\$3,848,500 00	\$3,848,500 00

Total number of shares issued for payment for capital stock in re-organization: 51,000 common, 25,970 preferred; issued in exchange for bonds. Total, 76,970. Dividends declared during year, none.

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Au- thorized Issue.	Amount Issued.	Amount Out- standing	Cash Real- ized on Amount Issued.
	Date of Issue	When Due.				
1st Mortgage*.....	1880. Apr. 1.	1910. Apr. 1.	\$ 600,000	\$600,000	\$550,000	See note under capital stock.
Consolidated Mort- gage†.....	1884. Apr. 1	1914. Apr. 1	1,000,000	50,000 41,000	50,000 41,000	

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
*6%	April 1, October 1.	\$33,000 00	\$33,000 00
†6%	April 1, October 1.	3,000 00	3,000 00
†5%	April 1, July 1. Oct. 1, Jan'y 1.	2,050 00	2,050 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Out- standing.	INTEREST.	
			Amount Ac- rued dur- ing Year.	Amount Paid during Year.
Mortgage Bonds.	\$691,000 00	\$641,000	\$38,050 00	\$38,050 00
Total.....	\$691,000 00	\$641,000	\$38,050 00	\$38,050 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF
CURRENT LIABILITIES.

Cash.....	\$ 29,904 81
Due from Agents.....	4,293 05
Net Traffic Balances due from other Companies.....	10,255 19
Due from Solvent Companies and Individuals.....	21,070 27
Other Cash Assets (Excluding "Materials and Supplies"),*	37,046 19
Balance—Current Liabilities.....	\$1,097,484 40
Total.....	\$1,200,053 91

* Materials and Supplies on hand, \$62,165.26.

CURRENT LIABILITIES ACCRUED TO AND INCLUDING
JUNE 30, 1891.

Loans and Bills Payable.....	\$800,276 59
Audited Vouchers and Accounts.....	379,299 03
Wages and Salaries.....	20,478 29
Total.....	\$1,200,053 91

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles	Amount.
Capital Stock.....	\$3,598,250 00	\$3,598,250 00	131.50	\$27,863 12
Bonds.....	641,000 00	641,000 00	131.50	4,874 52
Total.....	\$4,239,250 00	\$4,239,250 00		\$32,737 64

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED,) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Current Lia- bilities.	Total.
St. Johnsbury & Lake Cham- plain R. R.....	\$3,598,250 00	\$641,000 00	\$1,097,484 40	\$5,336,734 40
Total.....	\$3,598,250 00	\$641,000 00	\$1,097,484 40	\$5,336,734 40

AMOUNT PER MILE OF ROAD.

Miles.	Amount.
131.50	40,583 53
Total.... 131.50	Total.... 40,583 53

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during Year Charged to Construction or Equipment.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost per mile.
Construction :				
Right of Way.....	\$ 1,340 98			
Grading and Bridge and Culvert Masonry.....	50,027 43	\$4,519,533 19	\$4,572,163 34	\$34,769 30
Buildings, Furniture and Fixtures.....	1,261 74			
Shop Machinery and Tools.....		8,318 52	8,318 52	63 18
Total Construction.....	\$52,630 15	\$4,527,851 71	\$4,580,481 86	\$34,832 48
Equipment :				
Locomotives.....				
Passenger Cars.....				
Sleeping, Parlor and Dining Cars.....				
Baggage, Express and Postal Cars.....				
Combination Cars.....				
Freight Cars.....				
Other Cars of all classes.....				
Floating Equipment.....				
Total Equipment.....		\$151,567 53	\$151,567 53	\$1,152 60
Grand Total Cost Construction, Equipment, etc.....	\$52,630 15	\$4,679,419 24	\$4,732,049 39	\$35 985 08
Total Cost Construction, Equipment, etc., State of Vermont.....	\$52,630 15	\$4,679,419 24	\$4,732,049 39	\$35,985 08

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$388,424 99	
Less Operating Expenses.....	381,170 17	
Income from Operation.....		\$ 7,254 82
Miscellaneous Income—Less Expenses; Deficit.....		1,931 10
Total Income.....		\$5,323 72
Deductions from Income:		
Interest on Funded Debt Accrued.....	\$38,050 00	
Rents.....	8,687 75	
Total Deductions from Income.....		\$46,737 75
Deficit.....		\$41,414 03
Deficit from Operations of Year Ending June 30, 1891.....		\$41,414 03
Deficit on June 30, 1890.....		401,679 99
Deficit on June 30, 1891.....		\$443,094 02

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger :		
Passenger Revenue.....	\$ 75,487 67	
Total Passenger Revenue..		\$ 75,487 67
Mail.....		9,963 24
Express.....		3,300 00
Other Items.....		625 72
Total Passenger Earnings..		\$89,376 63
Freight :		
Total Freight Revenue.....	\$298,225 98	\$298,225 98
Total Freight Earnings...		\$298,225 98
Total Passenger and Freight Earnings.....		\$387,602 61
Other Earnings from Operation :		
Rents not otherwise provided for.....		\$822 38
Total other Earnings.....		\$822 38
Total Gross Earnings from Operation.....		\$388,424 99

Stocks owned: St. Johnsbury and Lake Champlain R. R.; Total par value \$250,250.00.

Miscellaneous Income: Steamer Maquam, deficit \$1,931.10.

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$21,580 66	\$48,944 36	\$70,525 02
Renewals of Rails.....	2,961 26	6,716 06	9,677 32
Renewals of Ties.....	5,396 07	12,238 14	17,634 21
Repairs of Bridges and Culverts	8,236 49	18,680 16	26,916 65
Repairs of Fences, Road-crossings, Signs and Cattle Guards.....	1,257 02	2,850 89	4,107 91
Repairs of Buildings.....	2,877 40	6,525 88	9,403 28
Total.....	\$42,308 90	\$95,955 49	\$138,264 39
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$ 5,975 65	\$13,552 61	\$19,528 26
Repairs and renewals of Passenger Cars.....	3,188 56		3,188 56
Repairs and renewals of Freight Cars.....		12,677 51	\$12,677 51
Total.....	\$ 9,164 21	\$26,230 12	\$35,394 33
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	\$11,445 32	\$25,957 69	\$37,403 01
Fuel for Locomotives.....	22,884 51	51,901 47	74,785 98
Water-supply for Locomotives	758 57	1,720 40	2,478 97
All other supplies for Locomotives.....	505 97	1,147 53	1,653 50
Wages of other Trainmen.....	6,678 49	20,920 85	27,599 34
All other train Supplies.....	657 79	1,567 13	2,224 92
Wages of Switchmen, Flagmen and Watchmen.....	70 38	159 62	230 00
Expense of Telegraph, including Train Dispatchers and Operators.....	1,258 76	2,854 84	4,113 60
Wages of Station Agents, Clerks and Laborers.....	4,325 38	9,809 84	14,135 22
Station Supplies.....	3,018 19	474 12	3,492 21
Car Mileage—Balance.....	2,683 85	15,412 78	18,096 63
Loss and Damage.....	37 48	1,526 48	1,563 96
Injuries to Persons.....	118 82	269 48	388 30
Total.....	\$54,443 51	\$133,723 23	\$188,165 74

OPERATING EXPENSES—Continued.

General Expenses:			
Salaries of Officers.....	\$ 3,059 17	\$ 6,938 11	\$ 9,997 28
Agencies, including Salaries and Rents.....		387 53	387 53
Advertising.....	1,587 31		1,587 31
Insurance.....	420 75	954 25	1,375 00
Expense of Fast Freight Lines.....		1,886 20	1,886 20
Legal Expenses.....	446 63	1,012 93	1,459 56
Stationery and Printing.....	498 12	1,129 73	1,627 85
Other General Expenses.....	313 64	711 34	1,024 98
Total.....	\$ 6,325 62	\$13,020 09	\$19,345 71
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$ 42,308 90	\$ 95,955 49	\$138,264 39
Maintenance of Equipment.....	9,164 21	26,230 12	35,394 33
Conducting Transportation.....	54,443 51	133,722 23	188,165 74
General Expenses.....	6,325 62	13,020 09	19,345 71
Grand Total.....	\$112,242 24	\$268,927 93	\$381,170 17

Percentage of Expenses to Earnings, 98.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, '90. Item.	Assets.	June 30, '91. Item.	Year Ending June 30, '91	
			Increase.	Decrease.
\$4,527,851 71	Cost of Road.....	\$4,580,481 86	\$52,630 15	
151,569 53	Cost of Equipment.....	151,567 53		
250,250 00	Stocks of other companies owned.....	250,250 00		
31,123 96	Steamboat.....	31,123 96		
81,600 24	Lands owned at Maquam.....	81,600 24		
131,006 93	Cash and Current Assets.....	102,569 51		\$28,437 42
84,948 12	Other Assets:			
	Materials and Supplies.....	62,165 26		22,782 86
401,679 99	Profit and Loss.....	443,094 02	\$4 1,414 03	
\$5,660,028 48	Grand Total.....	\$5,702,852 38	\$94,044 18	\$51,220 28

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, '90. Item.	Liabilities.	June 30, '91. Item.	June 30, '91 Increase.
\$3,848,500 00	Capital Stock.....	\$3,848,500 00	
641,000 00	Funded Debt.....	641,000 00	
1,157,415 98	Current Liabilities.....	1,200,053 91	\$42,637 93
9,512 50	Accrued Interest on Funded Debt not yet payable.....	9,512 50	
3,600 00	Accrued Taxes not yet due.....	3,785 97	185 97
\$5,660,028 48	Grand Total.....	\$5,702,852 38	\$42,823 90

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS
WITHIN STATE OF VERMONT.

American Express Co., stated allowance. United States, stated allowance. Wagner Palace Car Company, mileage allowed for use of their cars. Arrangements with lines as shown on page 572. Numerous arrangements with connecting and other roads. None with steamboat or steamship companies. Vermont International Telegraph Company.

SECURITY FOR FUNDED DEBT.

1st mortgage and consolidated mortgage on entire road, 131.50 miles. Amount of mortgage per mile of line, \$4,874.52. All equipment mortgaged.

EMPLOYES AND SALARIES.

Class.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers :	5	1,560	\$ 5,925 00	\$3 80
General Office Clerks.....	3	936	1,140 00	1 22
Station Agents.....	26	8,112	10,520 04	1 30
Other Station Men.....	9	2,808	2,964 00	1 06
Enginemen.....	23	7,176	19,239 12	2 68
Firemen.....	27	8,424	13,478 40	1 60
Conductors.....	17	5,268	11,091 24	2 10
Other Trainmen.....	33	9,600	14,743 20	1 53
Machinists.....	3	1,008	1,980 00	1 96
Carpenters.....	10	3,120	5,460 00	1 75
Other Shopmen.....	32	10,440	13,061 04	1 25
Section Foremen.....	28	8,988	14,270 40	1 59
Other Trackmen.....	116	36,192	48,633 20	1 21

EMPLOYES AND SALARIES—Continued.

Class.	Num-ber.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
Switchmen, Flagmen and Watchmen.....	1	312	\$ 312 00	\$1 00
Telegraph Operators and Dispatchers.....	4	1,140	1,485 24	1 03
Total (Including "General Officers").....	337	105,384	\$159,302 88	1 51
Less "General Officers".....	5	1,560	5,925 00	—
Total (Excluding "General Officers").....	332	103,824	\$153,377 88	—
Distribution of Above, General Administration.....	8	2,496	\$7,065 00	2 83
Maintenance of Way and Structures.....	154	48,300	63,363 60	1 31
Maintenance of Equipment.....	35	11,448	15,041 04	1 31
Conducting Transportation.....	140	43,140	73,883 24	1 71
Total (Including "General Officers").....	337	105,384	\$159,302 88	1 51
Less "General Officers".....	5	1,560	5,925 00	—
Total (Excluding "General Officers").....	332	103,824	\$153,337 88	\$1 47

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
Number of passengers carried earning revenue.....	141,117			
Number of passengers carried one mile.....	2,908,590			
Average distance carried.....	20.61			
Total passenger revenue.....		75,487	67	
Average amount received from each passenger.....			53	4.92

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Average receipts per passen- ger per mile			2	5.95
Estimated cost of carrying each passenger one mile....			3	8.59
Total passenger earnings.....		89,376	63	
Passenger earnings per mile of road		679	67	
Passenger earnings per train mile			53	2.00
Freight Traffic :				
Number of tons carried of freight earning revenue....	411,690			
Number of tons carried 1 mile	25,587,565			
Average distance haul of 1 ton	62.15			
* Total freight revenue.....		298,225	98	
Average amount received for each ton of freight			72	4.39
Average receipts per ton per mile			1	1.65
Estimated cost of carrying one ton one mile			1	0.51
Total freight earnings.....		298,225	98	
Freight earnings per mile of road		2,27	88	
Freight earnings per train mile			78	2.44
Passenger and Freight :				
Passenger and freight revenue		372,713	65	
Passenger and freight revenue per mile of road		2,841	92	
Passenger and freight earnings		387,602	61	
Passenger and freight earnings per mile of road		2,947	55	
Gross earnings from operation		388,424	99	
Gross earnings from operation per mile of road		2,953	80	
Expenses		381,170	17	
Expenses per mile of road....		2,898	63	
Train Mileage :				
Miles run by passenger trains	168,000			
Miles run by freight trains...	381,147			
Total mileage trains earning rev.	549,147			
Miles run by switching trains	41,758			
Miles run by construction and other trains	29,020			
Grand Total Train Mileage	619,925			

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Equipped with Train Brake.		Equipment fitted with Automatic Coupler.	
		Number	Kind.	Number	Kind.
Locomotives :					
Passenger.....	5	5	West'ghouse		None.
Freight.....	5	2	"		"
Switching.....	2	1	"		"
Total Locomotives.....	12	8			
Cars in Passenger Service :					
First-class Passenger Cars.....	1	1	West'ghouse	1	Miller.
Combination Passenger Cars.....	4	4	"	4	"
Baggage Express and Postal Cars.....	1	1	"	1	"
Total.....	6	6		6	
Cars in Freight Service :					
Box Cars.....	110	}	None.		
Flat Cars.....	120				
Stock Cars.....	9				
Other Cars.....	16				
Total.....	335				
Cars in Company's Service :					
Caboose Cars.....	7	}	None.		
Total.....	7				
Cars contributed to Fast Freight Line Service:.....	19		None.		
Total Cars Owned.....	287				

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Oper- ated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track	120.00	11.50	131.50		131.50
Miles of yard track and sidings.	21.71		21.71	21.71	
Total Mileage Operated .. (all tracks)	241.71	11.50	153.20	21.71	131.50

MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage. Exclud'g Trackage Rights.	Rails.
	Main Line	Branches and Spurs.		Steel.
Vermont.	120.00	11.50	131.50	131.50
Total Mileage Operated .. (single track.)	120.00	11.50	131.50	131.50

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Vermont.	120.00	11.50	131.50	131.50
Total Mileage Owned (single track)	120.00	11.50	131.50	131.50

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard.	Average price per Ton at distributing point.
Steel.	269	60 lbs.	\$33.00
Total.	269	60 lbs.	\$33.00

RENEWALS OF RAILS AND TIES—Continued.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at distributing point.
Cedar.....	25,921	30 cents.
Tamarack.....	5,757	24 cents.
Hemlock.....	32,366	24 cents.
Total.....	64,044	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal— Tons Bitu- minous.	Wood Cords mixed	Total Fuel consumed. Tons.	Miles Run.	Average lbs. Consumed per Mile.
Passenger.....	5,342	366	5,525.	168,000	65.77
Freight.....	12,122	831	12,537.50	381,147	65.78
Switching.....	1,321	91	1,366.50	41,758	65.45
Construction.....	926	63	957.50	29,020	65.99
Total.....	19,711	1,351	20,386.50	619,925	
Average Cost at Distributing Point.....	\$3.84	\$3.90			

ACCIDENTS TO PERSONS.

Kind of Accident.	TRAINMEN.	
	Killed.	Injured.
Coupling and Uncoupling.....	1	5
Overhead Obstructions.....		1
Other Train Accidents.....		1
Total.....	1	7

ACCIDENTS TO PERSONS—Continued.

OTHERS THAN EMPLOYES.

There was one other person, a trespasser, killed by a train accident.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length. Feet.	Maximum Length. Feet.
		Feet.	In.		
Bridges:					
Stone.....	2	27		12	15
Wooden.....	42	3,082	10½	10	400
Total.....	44	3,109	10½		
Trestles.....	38	4,176	1	13	358

Of the Overhead Highway Crossings there are eight trestles. Height of lowest above surface of the rail, 16 feet 6 inches.

Gauge of Track.....4 feet, 8½ inches. 131.50 miles.

There are 120 miles of telegraph line and wire, owned and operated by the Vermont International Telegraph Company, located on property of this road.

CAR MILEAGE.

This road pays mileage for the use of cars to the following Fast Freight Lines or Companies: Canadian Pacific Despatch, R. W. & Ogd. Line, White Line, Midland Line, Blue Line, Nickel Plate Line, Great Eastern, Ogdensburg Transit Company, Canada Atlantic.

STATE OF MASSACHUSETTS, } ss:
County of Suffolk,

We, the undersigned, C. E. A. Bartlett, President, and Myron Taylor, Auditor, of the St. Johnsbury & Lake Champlain R. R. Company, on our oath do say that the foregoing return has been prepared from the original books papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and fig-

ures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. E. A. BARTLETT, *President*.

MYRON TAYLOR, *Auditor*.

Subscribed and sworn to before me,
this 1st day of October, 1891.

EDWARD LISLEY,

Justice of the Peace.

ANNUAL REPORT

OF THE

VERMONT VALLEY RAILROAD COMPANY OF 1871,

FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report: Vermont Valley Railroad Company.

Date of organization : July 3, 1871.

Organized under the Laws of the State of Vermont.

Not a consolidated company.

Organized as Vermont Valley Railroad Company; chartered Nov. 8, 1848, under Laws of the State of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
A. B. Harris.....	Boston, Mass.....	June, 1892.
H. C. Robinson.....	Hartford, Ct.....	
Oscar Edwards.....	Northampton, Mass.....	
John H. Williams.....	Bellows Falls, Vt.....	
Hugh Henry.....	Chester, Vt.....	
Jas. H. Williams.....	Bellows Falls, Vt.....	
H. E. Folsom.....	Lyndonville, Vt.....	

Total number of stockholders at date of last election: 53.

Date of last meeting of stockholders for election of directors: June 17, 1891.

Post-office address of general office: 45 Broadway, New York.

Post-office address of operating office: Springfield, Mass.

OFFICERS.

President—A. B. Harris, 45 Broadway, New York.

Clerk—James H. Williams, Bellows Falls, Vt.

Treasurer—James H. Williams, Bellows Falls, Vt.

Auditor—W. H. Wilson, Springfield, Mass.

General Superintendent—J. J. Mulligan, Springfield, Mass.

Assistant Superintendent—J. E. Goodwin, Bellows Falls, Vt.

General Freight Agent—H. E. Howard, Springfield, Mass.

General Ticket Agent—E. C. Watson, Springfield, Mass.

General Baggage Agent—W. E. Hill, Springfield, Mass.

PROPERTY OPERATED.

Vermont Valley Railroad, from Brattleboro, Vt., to Bellows Falls, Vt.
Twenty-four miles of road.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Operated by the Connecticut River Railroad Company, the Vermont Valley Railroad Company receiving gross earnings, less operating expenses and taxes.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding
Capital Stock: Common	20,000	\$50 00	\$1,000,000 00	\$1,000,000 00

Manner of Payment for Capital Stock.	Number of Shares Issued During Year.	Cash Realized on Amount Issued During Year.	Total Number of Shares.	Total Cash Realized.
Issued for Cash: Common	None.	None.	20,000	\$1,000,000 00

Amount of dividends declared during year: \$60,000. Rate: 6 per cent.

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage.....	1880.	1910.	\$800,000	\$800,000	\$800,000	\$800,000

INTEREST.

Rate.	When Payable.	Amount Accrued During Year.	Amount Matured During Year.
5%	April and October.	\$40,000	\$40,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage Bonds.....	\$800,000	\$800,000	\$40,000	\$40,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash.....	\$ 30 75	Loans and Bills Payable	\$ 45,000 00
Due from Solvent Companies and Individuals.....	112,098 96	Audited Vouchers and Accounts.....	35,988 29
		Dividends not Called for Balance—Cash Assets.....	30 75
Total.....	\$112,129 71	Total.....	\$112,129 71

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock.....	\$1,000,000 00	\$1,000,000 00	24	\$41,666 66
Bonds.....	800,000 00	800,000 00	24	33,333 33
Total.....	\$1,800,000 00	\$1,800,000 00		\$75,000 00

RECAPITULATION—Continued.

B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of Road.	
					Miles.	Amount.
Vermont Valley Railroad	\$1,000,000	\$800,000	\$81,019 04	\$1,881,019 04	24	\$78,375 79

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Charged to Construction or Equipment.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost per Mile.
Total Construction.		\$982,389 18	\$982,389 18	\$40,932 88
Locomotives.....	\$19,259 03			
Total Equipment....	19,259 03	63,048 84	82,307 87	3,429 49
Total Construction, Equipment, etc.	\$19,259 03	\$1,045,438 02	\$1,064,697 05	\$44,362 37

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$189,746 13	
Less Operating Expenses.....	122,301 16	
Income from Operation.....		\$67,444 99
Dividends on Stocks owned.....	\$40,000 00	
Miscellaneous Income—less Expenses.....	4,855 36	
Income from Other Sources.....		44,855 36
Total Income.....		\$112,300 35
Deductions from Income:		
Interest on Funded Debt accrued.....	\$40,000 00	
Interest on Interest-bearing Current Liabilities, not otherwise provided for.....	6,211 59	
Taxes.....	4,978 42	
Total Deductions from Income.....		51,190 01
Net Income.....		\$61,110 34

INCOME ACCOUNT—Continued.

Dividends, 6 per cent Common, Stock.....	\$60,000 00	
Total.....		\$60,000 00
Surplus from Operations of Year ending June 30, 1891.....		\$ 1,110 34
Surplus on June 30, 1890.....		124,697 38
Deduction for year*.....		\$30,000 00
Surplus on June 30, 1891.....		\$95,807 72

*This dividend was charged in account on June 30, 1891, instead of on July 1, as has been done previously, making 3 dividends charged in account for year ending June 30, 1891.

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$80,230 90		
Tickets redeemed.....		\$ 14 37	
Excess Fares refunded.....		91 00	
Other re-payments.....		313 40	
Total Deductions.....		\$419 37	
Total Passenger Revenue..			\$79,811 53
Mail.....			5,956 44
Express.....			3,367 80
Extra Baggage and Storage..			633 05
Total Passenger Earnings..			\$89,768 82
Freight:			
Freight Revenue.....	\$104,495 97		
Overcharge to shippers.....		\$1,566 81	
Other re-payments.....		3,551 83	
Total Deductions....		\$5,118 64	
Total Freight Revenue....			\$99,377 33
Total Freight Earnings....			\$99,377 33

EARNINGS FROM OPERATION—Continued.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Total Passenger and Freight Earnings.....			\$189,146 15
Other Earnings from Operation:			
Rents from tracks, yards and terminals.....			600 00
Total Gross Earnings from Operation.....			\$189,746 15

STOCKS OWNED.

Sullivan County Railroad Company. Total par value, \$500,000.00. Rate, 8 per cent. Income or dividend received, \$40,000.00. Valuation, \$800,000.00.

RENTALS RECEIVED.

From tracks situated in Brattleboro, Vt. Leased by Brattleboro and Whitehall Railroad.

MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Interest.....	\$4,559 69	\$4,559 69
Rent of Real Estate.....	295 67	295 67
Total.....	\$4,855 36	\$4,855 36

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	8,582 64	\$ 6,798 44	\$15,381 08
Renewals of Rails.....	1,595 43	1,263 77	2,859 20
Renewals of Ties.....	2,797 00	2,215 55	5,012 55
Repairs of Bridges and Culverts.....	2,174 72	1,722 62	3,897 34
Repairs of Fences, Road-crossings, Signs, and Cattle Guards.....	402 83	319 09	721 92
Repairs of Buildings.....	826 73	654 87	1,481 60
Total.....	\$16,379 35	\$12,974 34	\$29,353 69
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$3,340 91	\$2,646 39	\$5,987 30
Repairs and renewals of Passenger Cars.....	961 15		961 15
Repairs and renewals of Freight Cars.....		4,708 24	4,708 24
Total.....	\$4,302 06	\$7,354 63	\$11,656 69
Conducting Transportation:			
Wages of Engineers, Firemen, and Round-house-men.....	\$ 6,508 97	\$5,155 85	\$11,664 82
Fuel for Locomotives.....	11,504 10	9,112 56	20,616 66
Water-supply for Locomotives.....	157 07	124 41	281 48
All other Supplies for Locomotives.....	414 13	328 04	742 17
Wages of other Trainmen.....	4,504 90	8,142 43	12,647 33
All other Train Supplies.....	54 90	28 81	83 75
Expense of Telegraph, including Train Dispatchers and Operators.....	189 84	150 38	340 22
Wages of Station Agents, Clerks and Laborers.....	4,293 17	3,400 69	7,693 86
Station Supplies.....	589 06	466 60	1,055 66
Car Mileage—Balance.....	4,612 32	10,108 98	14,721 30
Total.....	\$32,828 50	\$37,018 75	\$69,847 25

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses:			
Salaries of Officers.....	\$1,545 66	\$1,224 34	\$2,770 00
Salaries of Clerks.....	1,927 66	1,526 93	3,454 59
Advertising.....	205 41	162 71	368 12
Insurance.....	87 47	69 28	156 75
Rents for Tracks, Yards and Terminals.....	1,115 92	883 94	1,999 86
Legal Expenses.....	281 29	222 81	504 10
Stationery and Printing.....	666 47	527 77	1,194 04
Other General Expenses.....	555 81	440 26	996 07
Total.....	\$6,385 49	\$5,058 04	\$11,443 53
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$16,379 35	\$12,974 34	\$29,353 69
Maintenance of Equipment.....	4,302 06	7,354 63	11,656 69
Conducting Transportation.....	32,828 50	37,018 75	69,847 25
General Expenses.....	6,385 49	2,058 04	11,443 53
Grand Total.....	\$59,895 40	\$62,405 76	\$122,301 16

Percentage of Earnings to Expenses—Entire Line—64.45.

RENTALS PAID.

For tracks situated at Brattleboro, Vt., owned by Central Vermont Railroad Company, \$1,999.86.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890. Total.	Assets.	June 30, 1891, Total.	Year Ending June 30, 1891.	
			Increase.	Decrease.
\$982,389 18	Cost of Road.....	\$982,389 18		
63,048 84	Cost of Equipment.....	82,307 87	\$19,259 03	
800,000 00	Stocks of other Compa- nies Owned.....	800,000 00		
124,292 11	Cash and Current Assets	112,129 71		\$12,162 40
\$1,969,730 13	Grand Total.....	\$1,976,826 76	\$7,096 63	

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1890. Total.	Liabilities.	June 30, 1891. Total.	Year Ending June 30, 1891.	
			Increase.	Decrease.
\$1,000,000 00	Capital Stock.....	\$1,000,000 00		
800,000 00	Funded Debt.....	800,000 00		
45,032 75	Current Liabilities.....	81,019 04	\$35,986 29	
124,697 38	Profit and Loss.....	95,807 72		\$28,889 66
\$1,969,730 13	Grand Total.....	\$1,976,826 76	\$7,096 63	

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS
WITHIN THE STATE OF VERMONT.

American Express Co., express privilege, \$3,360.00 per annum.
United States Post-office Department, carrying mails, \$5,956.45 per annum. Operated by the Connecticut River Railroad Company, the Vermont Valley Railroad Company receiving gross earnings, less operating expenses and taxes.

SECURITY FOR FUNDED DEBT.

First mortgage, on road from Brattleboro, Vt., to Bellows Falls, Vt., 24 miles. Amount of mortgage per mile of line, \$33,333.33.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
Number of passengers car- ried earning revenue.....	119,632			
Number of passengers car- ried one mile.....	2,530,829			
Average distance carried.....	21.15			
Total passenger revenue...		79,811	53	
Average amount received from each passenger.....			66	7.14
Average receipts per passen- ger per mile.....			03	1.53
Estimated cost of carrying each passenger one mile..			02	3.63
Total passenger earnings...		89,768	82	
Passenger earnings per mile of road		3,740	36	7.50
Passenger earnings per train- mile.....		1	42	5.90
Freight Traffic :				
Number of tons carried of freight earning revenue..	443,193			
Number of tons carried 1 mile	10,400,046			
Average distance haul of 1 ton	23.46			
Total freight revenue.....		99,377	33	
Average amount received for each ton of freight.....			22	4.23
Average receipts per ton per mile				9.55
Estimated cost of carrying one ton one mile				6.00
Total freight earnings		99,377	33	
Freight earnings per mile of road.....		4,140	72	2.08
Freight earnings per train- mile.....		1	99	2.28
Passenger and Freight :				
Passenger and freight reve- nue.....		179,188	86	
Passenger and freight reve- nue per mile of road.....		7,466	20	2.50

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight:				
Passenger and freight earn- ings.....		189,146	15	
Passenger and freight earn- ings per mile of road.....		7,881	08	9.58
Gross earnings from opera- tion.....		189,746	15	
Gross earnings from opera- tion per mile of road.....		7,906	08	9.58
Expenses.....		122,301	16	
Expenses per mile of road..		5,095	88	1.66
Train Mileage:				
Miles run by passenger trains	62,982			
Miles run by freight trains..	49,881			
Total Mileage Trains Earning Revenue.....	112,863			
Miles run by switching trains	23,999			
Miles run by construction and other trains.....	8,135			
Grand Total Train Mileage..	144,997			
Average number of loaded cars in train.....	21			
Average number of tons of freight in train.....	213.24			
Average number of tons of freight in each loaded car	10.15			

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	1	3				
Freight.....	1	4	3	Westinghouse.		
Switching.....		1				
Total Locomotives.....	2	8	3			
Cars in Passenger Service:						
First class Passenger Cars.....		1	1	Westinghouse.	1	Miller.
Baggage, Express and Postal Cars.....		1	1	"	1	"
Total.....		2	2		2	
Cars in Freight Service:						
Box Cars.....		17				
Flat Cars.....		4				
Other Cars.....		7				
Total.....		28				
Total Cars Owned.....		30	2		2	

MILEAGE.

Line in Use.	Line Represented by Capital Stock. Main Line.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of Single Track.....	24.00	24.00		24.00
Miles of Second Track.....	2.50	2.50	1.94	.56
Miles of Yard Track and Sidings..	1.74	1.74	1.18	.56
Total Mileage Operated (all tracks)	28.24	28.24	3.12	25.12

MILEAGE OF LINE BY STATES AND TERRITORIES.

Main line represented by capital stock, State of Vermont, 24 miles.
Total mileage, excluding trackage rights, 24 miles; steel rails.

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Twenty-four miles single track; steel rails; in State of Vermont.

RENEWALS OF RAILS AND TIES.

Tons of steel rails laid during year, 92; weight per yard, 70 pounds
average price per ton at distributing point, \$33.58.

Total number ties laid during year, Chestnut, 11,157; average price at
distributing point, \$.43.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	Total Fuel Con- sumed. —Tons.	Miles Run.	Average Pounds Con- sumed Per Mile.
	Bituminous.			
Passenger.....	2,074.26	2,074.26	62,982	65.87
Freight.....	1,642.60	1,642.60	49,881	65.86
Switching.....	790.26	790.26	23,999	65.86
Construction.....	267.88	267.88	8,135	65.86
Total.....	4,775.00	4,775.00	144,997	
Average Cost at distribut- ing point.....	\$4.06			

CHARACTERISTICS OF ROAD.
BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length. Feet.	Minimum Length. Feet.	Maximum Length. Feet.	Item.	Number.	Height of Lowest Above Surface of Rail. Feet.
Bridges:					Overhead Highway Crossings:		
Stone ..	3	171	12	73	Bridges.....	2	18
Iron ..	5	1,077	16	206			
Wooden	1	25	25	25			
Total.	9	1,273			Total.....	2	
Tunnels ..	1	279	279	279			

Gauge of Track.—Four feet, eight and one-half inches. 24 miles.

TELEGRAPH.

Miles of line located on property of road making this report, 24; owned and operated by Western Union Telegraph Company.

STATE OF MASSACHUSETTS, } ss:
County of Hampden.

We, the undersigned, A. B. Harris, President, and W. H. Wilson, Auditor, of the Vermont Valley Railroad Company of 1871, on oath do say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

A. B. HARRIS, *President.*
W. H. WILSON, *Auditor.*

Subscribed and sworn to before me,
this 2d day of November, 1891.

GEORGE E. FRINK, *Notary Public.*

ANNUAL REPORT
OF THE
WOODSTOCK RAILWAY COMPANY,
FOR THE YEAR ENDING JUNE 30, 1891.

HISTORY.

Name of common carrier making this report: Woodstock Railway Company.

Date of organization: July 1, 1890.

Organized under the Laws of the State of Vermont.

Original name of corporation: Woodstock Railroad Company.

Operated by the Woodstock Railway Company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
F. N. Billings	Woodstock, Vt.	
Lewis Pratt	Woodstock, Vt.	
John J. Dewey	Quechee, Vt.	
F. S. McKenzie	Woodstock, Vt.	
S. W. McCall	Boston, Mass.	
Warren C. French	Woodstock, Vt.	
J. Foster Rhodes	Chicago, Ill.	

Date of last meeting of stockholders for election of directors: Second Wednesday in September, 1890.

Post-office address of general office: Woodstock, Vt.

Post-office address of operating office: Woodstock, Vt.

OFFICERS.

President—F. N. Billings.
 Secretary—C. P. Marsh.
 Treasurer—J. G. Porter.
 Auditor—F. N. Billings.
 Assistant Auditor—Lewis Pratt.
 General Superintendent—J. G. Porter.
 Traffic Manager—J. G. Porter.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Woodstock Railway Co.	Woodstock.	White River Junc'n.	13.88
Total Mileage Operated			13.88

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding
Capital Stock: Common	2,500	\$100	\$250,000 00	\$250,000 00
Manner of Payment for Capital Stock.			Number of Shares Issued During Year.	Total Number of Shares Issued.
Issued for Reorganization: Common....			2,500	2,500
Total.....			2,500	2,500

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1891.	
Cash.....	\$ 862 54	Loans and Bills Payable	\$5,000 00
Balance—Current Liabilities.....	4,137 46	Total.....	\$5,000 00
Total.....	\$5,000.00		

Materials and Supplies on hand, \$3,856 44.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Out- standing.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$250,000 00	\$250,000 00	13.88	\$18,011 52
Total.....	\$250,000 00	\$250,000 00	13.88	\$18,011 52

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Current Liabil- ities.	Total	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Woodstock Rail- way Company.	\$250,000 00	\$4,137 46	\$254,137 46	13.88	\$18,309 61
Total.....	\$250,000 00	\$4,137 46	\$254,137 46	13.88	\$18,309 61

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Cost Per Mile.
Construction :			
Purchase of Constructed Road		\$250,000 00	\$18,011 52
Total Construction.....		\$250,000 00	\$18,011 52
Equipment :			
Locomotives.....	\$2,000 00		
Passenger Cars.....	3,947 20		
Baggage, Express and Postal Cars.....	2,454 26		
Combination Cars.....	1,200 00		
Freight Cars.....	300 00		
Total Equipment.....	\$9,901 46	\$ 9,901 46	\$ 718 36
Total Cost Construction, Equipment, etc., State of Vermont.....	\$9,901 46	\$259,901 46	\$18,724 88

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$26,824 77	\$10,321 05
Less Operating Expenses.....	16,533 72	
Income from Operation,		\$10,321 05
Total Income,		
		\$10,321 05
Deductions from Income :		
Taxes.....	\$ 700 61	
Total Deductions from Income,		\$ 700 61
Net Income,		
		\$ 9,620 44
Surplus from Operations of Year ending June 30, 1891.....		
		\$ 9,620 44
Surplus on June 30, 1891.....		
		\$ 9,620 44

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger Revenue.....	\$10,529 24	
Total Passenger Revenue.....		\$10,529 24
Mail.....		716 08
Express.....		720 00
Total Passenger Earnings.....		\$11,965 32
Freight:		
Freight Revenue.....	\$14,859 45	
Total Freight Revenue.....		\$14,859 45
Total Freight Earnings.....		\$14,859 45
Total Passenger and Freight Earnings..		\$26,824 77
Total Gross Earnings from Operation—Vermont.....		\$26,824 77

OPERATING EXPENSES.

Item.	Total.
Maintenance of Way and Structures :	
Repairs of Roadway.....	\$3,811 28
Renewals of Rails.....	858 63
Renewals of Ties.....	1,032 68
Repairs of Bridges and Culverts.....	75 00
Repairs of Fences, Road-crossings, Signs and Cattle Guards.....	75 00
Repairs of Buildings.....	46 45
Total.....	\$5,899 04
Maintenance of Equipment:	
Repairs and renewals of Locomotives.....	\$ 350 00
Repairs and renewals of Passenger Cars.....	225 00
Repairs and renewals of Freight Cars.....	25 00
Shop Machinery, Tools, etc.....	25 00
Other Expenses.....	180 58
Total.....	\$ 805 58

OPERATING EXPENSES—Continued.

Item.	Total.
Conducting Transportation:	
Wages of Enginemen, Firemen and Round-housemen.....	\$ 1,304 20
Fuel for Locomotives.....	2,634 21
Wages of other Trainmen.....	1,096 90
Wages of Station Agents, Clerks and Laborers.....	2,042 00
Car Mileage—Balance.....	390 77
Loss and Damage.....	75 00
Total.....	\$ 7,543 65
General Expenses:	
Salaries of Officers.....	\$ 1,150 00
General Office Expenses and Supplies.....	50 00
Advertising.....	18 00
Insurance.....	206 08
Rents for Tracks, Yards and Terminals.....	500 00
Legal Expenses.....	137 90
Stationery and Printing.....	193 47
Total.....	\$ 2,255 45
Recapitulation of Expenses:	
Maintenance of Way and Structures.....	\$ 5,899 04
Maintenance of Equipment.....	805 58
Conducting Transportation.....	7,543 65
General Expenses.....	2,255 45
Grand Total.....	\$16,503 72

Percentage of Expenses to Earnings—Entire Line, 61.52.

Operating Expenses—State of Vermont: Whole line in Vermont.

RENTALS PAID FOR LEASE OF OTHER PROPERTY.

A rental of \$500.00 is paid to the Central Vermont Railroad Company for the use of its round-house and passenger station at White River Junction.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 30, 1891. Item.
Cost of Road.....	\$250,000 00
Cost of Equipment.....	9,901 46
Cash and Current Assets.....	862 54
Other Assets :	
Materials and Supplies.....	3,856 44
Grand Total.....	\$264,620 44
Liabilities.	June 30, 1891. Item.
Capital Stock.....	\$250,000 00
Current Liabilities.....	5,000 00
Profit and Loss.....	9,620 44
Grand Total.....	\$264,620 44

For important changes during the year see report of directors.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS
WITHIN STATE OF VERMONT.

American Express Company pays \$60.00 per month.

Post-Office Department pays, under present arrangement, \$716.00 per year.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	1	313	\$1,150 00	
Station Agents.....	5	1,565	2,042 00	1 31
Enginemen.....	1	313	784 20	2 51
Firemen.....	1	313	520 00	1 66
Conductors.....	1		640 00	2 04
Other Trainmen.....	1		456 90	1 46

EMPLOYES AND SALARIES—Continued.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
Section Foremen.....	3	939	\$1,455 45	1 55
Other Trackmen.....	6	1,878	2,355 83	1 26
Total (Including "General Officers").....			\$9,404 38	
Less "General Officers,"			1,150 00	
Total (Excluding "General Officers").....			\$8,254 38	
Distribution of Above:				
General Administration...			\$1,150 00	
Maintenance of Way and Structures.....			3,811 28	
Maintenance of Equipment			4,443 10	
Total (Including "General Officers").....			\$9,404 48	
Less "General Officers,"			1,150 00	
Total (Excluding "General Officers").....			\$8,254 38	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE, AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	18,226			
Number of passengers carried one mile.....	295,245			
Average distance carried.....	16			
Total passenger revenue.....		10,529	24	

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 30, 1891. Item.
Cost of Road.....	\$250,000 00
Cost of Equipment.....	9,901 46
Cash and Current Assets.....	862 54
Other Assets :	
Materials and Supplies.....	3,856 44
Grand Total.....	\$264,620 44
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Capital Stock.....	\$250,000 00
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For important changes during the year see report of directors.

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EMPLOYES AND SALARIES—Continued.

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Passenger Traffic:				
Number of passengers carried earning revenue.....	18,226			
Number of passengers carried one mile.....	295,245			
Average distance carried.....	16			
Total passenger revenue.....		10,529	24	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE, AND RATES.		
		Dollars.	Cts.	Mills.
Average amount received from each passenger.....			57	7.
Average receipts per passen- ger per mile.....			03	5.
Estimated cost of carrying each passenger one mile...			01	3.97
Total passenger earnings.....		11,965	32	
Passenger earnings per mile of road.....		862	05	4.75
Passenger earnings per train- mile.....			59	8.26
Freight Traffic:				
Number of tons carried of freight earning revenue....	12,825			
Number of tons carried one mile.....	166,305			
Average distance haul of one ton.....	8,315			
Total freight revenue.....		14,859	45	
Average amount received for each ton of freight.....		1	15	8.63
Average receipts per ton per mile.....			09	
Total freight earnings.....		14,859	45	
Freight earnings per mile of road.....		1,070	56	5.
Freight earnings per train- mile.....			74	2.97
Passenger and Freight:				
Passenger and freight revenue		25,388	69	
Passenger and freight revenue per mile of road.....		1,829	15	6.
Passenger and freight earnings		26,824	77	
Passenger and freight earnings per mile of road.....		1,932	62	0.31
Gross earnings from operation		26,824	77	
Gross earnings from operation per mile of road.....		1,932	62	0.31
Expenses.....		16,503	72	
Expenses per mile of road....		1,246	66	5.7
Train Mileage:				
Miles run by mixed trains....	20,000			
Miles run by switching trains.	300			
Grand Total Train Mileage	20,300			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Connecting Roads and other Carriers. Whole Tons.	Total Freight Ton- nage. Whole Tons.
Products of Agriculture:			
Grain.....		1,327	
Flour.....		221	
Hay.....		10	
Fruit and Vegetables.....	120	30	
Products of Animals:			
Live Stock.....	201		
Wool.....	10		
Hides and Leather.....	40		
Soap.....		15	
Products of Mines.			
Anthracite Coal.....		2,076	
Stone, Sand and other like articles		40	
Products of Forest:			
Lumber.....	4,299		
Bark.....	102		
Manufactures:			
Petroleum and Other Oils.....		620	
Sugar.....		60	
Iron, Pig and Bloom.....	28	100	
Other Castings and Machinery.....		120	
Household Goods and Furniture.....		30	
Fertilizers.....	30	150	
Miscellaneous:			
Other commodities not mentioned above.....	1,000	2,196	
Total Tonnage.....	5,830	6,995	12,825

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at end of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Total Locomotives.....	1	1	1	Westinghouse		
Cars in Passenger Service:						
First-class Passenger Cars.....	1	1	1	Westinghouse	1	Miller.
Combination Passenger Cars.....	2	2	1	"	1	"
Baggage, Express and Postal Cars.....	1	1	1	"	1	"
Total.....	4	4	3		3	
Cars in Freight Service:						
Box Cars.....	1	1	1	Westinghouse		
Flat Cars.....	1	1				
Total.....	2	2				
Grand Total Cars.....	6	6	4		3	

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.	RAILS.	
	Main Line.	Iron.	Steel.
Miles of single track.....	13.88	938	450
Miles of yard track and sidings.....	1.00		
Total Mileage Operated (all tracks).....	14.88		

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.	RAILS.	
	Main Line.	Iron.	Steel.
Vermont	13.88	9.38	4.50

Mileage of main line owned by this road 13.88.

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Hemlock.....	306	\$.25
Cedar.....	2,537	.36
Cedar.....	377	.18
Total.....	3,120	

The locomotives of this road consumed 650 cords hard wood.

CHARACTERISTICS OF ROAD.

Bridges :

Number Wooden.....	1
Minimum length	250 feet.

Overhead Highway Crossings :

* { Bridges.....	1
* { Conduits.....	4
* Height of lowest above surface of rail.....	17 feet, 6 inches.

<i>Gauge of Track</i>	4 feet, 8½ inches.
-----------------------------	--------------------

STATE OF VERMONT, }
 County of Windsor. } ss:

The undersigned, J. G. Porter, Treasurer of the Woodstock Railway Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company ; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief ; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

J. G. PORTER, *Treasurer.*

Subscribed and sworn to before
 me, this 13th day of October,
 1891.

LEWIS PRATT,

Notary Public.

ANNUAL REPORT

OF THE

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,

UNDER LEASE TO THE

GRAND TRUNK RAILWAY COMPANY

OF CANADA,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Atlantic & St. Lawrence Railroad Company.

Date of organization: September 25, 1845.

Chartered by the State of Maine, February 10, 1845.

" " " New Hampshire, June 30, 1847.

" " " Vermont, Oct. 27, 1848.

Not a consolidated company.

Not a reorganized company.

Operated by the Grand Trunk Railway Company of Canada.

Please note. The statistics herein given, unless otherwise stated, are for the whole line from Portland, Me., to Island Pond, Vt., including the extension to Boundary Line, the accounts not being kept by the lessees as to give the Vermont division separately.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
L. J. Seargeant.....	Montreal, P. Q.....	First Tuesday in August, 1893, or until successors are elected.
Philip H. Brown.....	Portland, Me.....	
Sir A. T. Galt.....	Montreal, P. Q.....	
F. R. Barrett.....	Portland, Me.....	
F. K. Swan.....	" ".....	
George P. Wescott.....	" ".....	
W. W. Duffett.....	" ".....	
Stephen R. Small.....	" ".....	

Total number of stockholders at date of last election: 1472.

Date of last meeting of stockholders for election of directors: August 2, 1892.

Post-office address of general office: Portland, Maine.

Post-office address of operating office: Montreal, P. Q.

OFFICERS.

President—L. J. Seargeant, Montreal, P. Q.

Vice-President—Philip H. Brown, Portland, Me.

Secretary—F. R. Barrett, Portland, Me.

Treasurer—W. W. Duffett, Portland, Me.

General Solicitor—A. A. Strout, Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for each Road named.	Total Mileage operated.
	From	To		
Atlantic & St. Lawrence Railroad.....	Portland, Maine,	Island Pond, Vt.,	149.58	166.58
Extension	Island Pond,	Boundary Line.	15.64	
Norway Branch.....	South Paris,	Norway,	1.36	

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By what Company Operated.	Under what Kind of Contract Operated.	Miles of Line.
	From	To			
Atlantic & St. Lawrence Railroad.....	Portland, Maine.	Island Pond, Vermont.	The Grand Trunk Railway Company of Canada.	Leased for 999 years from Aug. 5, 1853.	149.58
Extension.....	Island Pond.	Boundary Line.			
Total.					15.64
					165.22

The Atlantic & St. Lawrence Railroad was leased to the Grand Trunk Railway Company of Canada, for 999 years, from August 5, 1853, the lessees assuming all obligations and guaranteeing six per cent interest per annum on the capital stock. The authority being granted for the lease, by an act of the Legislature of Maine, approved March 29, 1853, and by an act of the Legislature of New Hampshire July 12, 1856.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of shares	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock :						
Currency; Com-						
mon.....	215	\$100	\$5,484,000 00	\$5,484,000 00	6%	\$329,040 00
Sterling.....	11,285	£100				
Fractional.....	35	\$16				

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.
	Date of Issue.	When Due.		
First Mortgage Bonds ..	Oct. 1, 1864	5-20	\$1,500,000 00	\$1,499,916 00
Second " " ..	May 1, 1871	5-20	713,000 00	712,932 00
Third " " ..	July 1, 1891	20	787,000 00	786,984 00
Balance on exchange of Bonds.....				168 00
Grand Total.....			\$3,000,000 00	\$3,000,000 00

Recapitulation of Funded Debt: Mortgage Bonds issued, \$3,000,000.00; all outstanding.

Current Assets and Liabilities : The line is leased to and operated by the Grand Trunk Railway Company, and consequently there are no current balances.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.
Capital Stock.....	\$5,484,000 00
Bonds.....	3,000,000 00
Total.....	\$8,484,000 00

B. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

Name of Road.	Capital Stock.	Funded Debt.	Amount per Mile of Road. Miles.
Atlantic & St. Lawrence R R ..	\$5,484,000 00	\$3,000,000 00	149.58
Extension to Boundary Line.....		438,000 00	15.64
Norway Branch.....	8,750 00		1.36
Total.....	\$5,492,750 00	\$3,438,000 00	166.58

Equipment furnished by the Lessees.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$1,169,197 63	
Less Operating Expenses.....	854,810 11	
Income from Operation.....		\$314,387 52
Total Income.....		\$314,387 52
Deductions from income :		
Interest on Funded Debt accrued and Capital Stock (paid by Lessees).....	\$535,320 00	
Taxes.....	19,911 73	
Total Deductions from Income.....		\$555,231 73
Deficit (paid by Lessees).....		\$240,844 21
The Lessees receive all income and pay all expenses.		

EARNINGS FROM OPERATION—WHOLE LINE.

Item.	Actual Earnings.
Total Passenger Revenue.....	\$298,955 91
Mail.....	24,592 73
Express.....	22,000 11
Total Passenger Earnings.....	\$345,548 75
Total Freight Revenue.....	\$821,465 49
Total Freight Earnings.....	\$821,465 49
Total Passenger and Freight Earnings.....	\$1,167,014 24
Rents not otherwise provided for.....	2,183 39
Total Other Earnings.....	\$2,183 39
Total Gross Earnings from Operation—Entire Line.....	\$1,169,197 63

OPERATING EXPENSES.

Item.	Total.
Maintenance of Way and Structures.....	\$194,930 62
Maintenance of Equipment.....	165,302 39
Conducting Transportation.....	457,947 34
General Expenses.....	36,629 76
Recapitulation of Expenses :	
Maintenance of Way and Structures.....	\$194,930 62
Maintenance of Equipment.....	165,302 39
Conducting Transportation.....	457,947 34
General Expenses.....	36,629 76
Grand Total.....	\$854,810 11
Percentage of Expenses to Earnings—Entire Line	73.11

COMPARATIVE GENERAL BALANCE SHEET.

Liabilities.	June 30, 1892 Total.
Capital Stock.....	\$5,484,000 00
Funded Debt.....	3,000,000 00
Grand Total.....	\$8,484,000 00

CONTRACTS, AGREEMENTS, ETC., MADE BY THE LESSEES.

Express :

Merchants' Express Company, between Lewiston and Portland, Me. ;
 New England Despatch Co., " "
 Pay \$100 per month, each.

Mail :

The United States government pay for carrying mail between Portland, Me., and Canada Line, Vt., \$22,289.20 per annum.

Sleeping Cars :

Contract with the Pullman Car Company, who maintain the cars and collect special fares.

Telegraph :

Contract with the Great North Western Telegraph Company, who maintain the line and collect receipts for any public business done. The railway company pays the operator.

Security for Funded Debt: The road from Portland, Me., to Island Pond, Vt., 149.58 miles, is mortgaged for \$20,056.15 per mile.

Employes and Salaries: Operated by the Lessees and all salaries paid by them.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVENUE, AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
Number of passengers car- ried earning revenue.	358,388			
Number of passengers car- ried one mile.....	11,727,224			
Average amount received from each passenger.....			83	6.5
Average receipts per pas- senger per mile.....			2	5.5
Freight Traffic :				
Number of tons carried of freight earning revenue ..	891,350			
Number of tons carried one mile.....	100,381,514			
Average amount received for each ton of freight.....			92	1.6
Average receipts per ton per mile.....				8.2
Train Mileage :				
Miles run by passenger trains	328,858			
Miles run by freight trains..	515,413			
Miles run by mixed trains ..	140,038			
Total Mileage Trains Earning Revenue.....	984,309			
Miles run by switching. con- struction and other trains...	295,539			
Grand Total Train Mileage	1,279,848			

Description of Equipment: Equipment furnished by the Lessees.

Mileage of Road Operated, single track, 149.58 miles.

Mileage owned by Road making this report: State of Maine, 82.60; New Hampshire, 52.06; Vermont, 14.98; Extension to Boundary Line, Vt., 15.58; total, 165.22 miles.

Accidents to Persons: 1 employe injured, coupling.

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.						
From	To	Miles.	Aggregate Length of Curved Straight Line.		Length of Level Line.	ASCENDING GRADES.			DESCENDING GRADES.		
			Miles.	Miles.		Number.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades Miles.	Number.	Sum of Descents. Feet.	Aggregate Length of Descending Grades Miles.
Portland, Maine,	Island Pond, Vt.	149.58	59.53	90.05	27.80		790½	37.31		1,958	84.47

CHARACTERISTICS OF ROAD—Continued.

Bridges :

Number Iron.....	7
Aggregate length.....	626 feet.

Overhead Highway Crossings :

Number Bridges.....	1
---------------------	---

Gauge of Track : 4 feet, 8½ inches, 165.22 miles.

Telegraph :

Miles of line and wire owned, 165.22 miles. Operated by The Great North Western Telegraph Company.

STATE OF MAINE, }
County of Cumberland. } ss:

We, the undersigned, Philip H. Brown, Vice-President, and W. W. Duffett, Treasurer, of the Atlantic & St. Lawrence Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company, and statements received from the Lessees, that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, so far as known, the statements being furnished by the Lessees, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

PHILIP HENRY BROWN, *Vice-President.*

W. W. DUFFETT, *Treasurer.*

Subscribed and sworn to before me,
this 12th day of Sept., 1892.

HUBBARD W. BRYANT,

Justice of the Peace.

ANNUAL REPORT
OF THE
BARRE RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1893.

HISTORY.

Name of common carrier making this report: Barre Railroad Company.

Date of organization: April 9, 1888.

Organized under the Laws of the State of Vermont. General Laws of Vermont, Chapter 154, 155, 156, 157; Acts of 1882, Nos. 1, 35, 36, 37, 38, 39, 40; Acts of 1884, Nos. 24, 49; Nos. 20, 21, 22, 23.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
A. D. Morse	Barre, Vt.	May 25, 1893.
W. A. Stowell	Montpelier, Vt.	
E. L. Smith	Barre, Vt.	
John Trow	Barre, Vt.	
F. W. Stanyan	Barre, Vt.	

Total number of stockholders at date of last election: 100.

Date of last meeting of stockholders for election of directors: May 26, 1892.

Post-office address of general office: Barre, Vt.

Post-office address of operating office: Barre, Vt.

OFFICERS.

President—A. D. Morse, Barre, Vt.

First Vice-President and Managing Director—W. A. Stowell, Montpelier, Vt.

Secretary—
Treasurer—

F. W. Stanyan, Barre, Vt.

General Solicitor—S. C. Shurtleff, Montpelier, Vt.

General Manager—F. W. Stanyan, Barre, Vt.

General Superintendent—F. W. Stanyan, Barre, Vt.

General Freight Agent—F. W. Stanyan, Barre, Vt.

General Ticket Agent—F. W. Stanyan, Barre, Vt.

PROPERTY OPERATED.

Barre Railroad, from Barre, Vt., to the Quarries in Barre and Williamstown. Miles of line, 9.36.

CAPITAL STOCK.

Number of shares authorized, 800. Par value of shares, \$100. Total par value authorized, \$80,000. Total amount issued and outstanding, \$75,033.10.

Number of shares issued during year, 2. Cash realized on amount issued during year, \$200. Total number of shares issued, 745. Total cash realized, \$75,033.10.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$ 2,337 44
Net Traffic Balances due from other Companies.....	1,694 82
Due from Solvent Companies and Individuals.....	1,072 20
Balance—Current Liabilities.....	188,510 73
Total.....	\$193,655 19

Materials and Supplies on hand, \$1,360.

Current Liabilities Accrued to and Including June 30, 1892.

Loans and Bills Payable.....	\$147,858 14
Audited Vouchers and Accounts.....	44,536 58
Wages and Salaries.....	1,260 00
Total.....	\$193,655 19

RECAPITULATION.

A. FOR MILEAGE OWED BY ROAD MAKING THIS REPORT.

Account.	Total Amount. Outstanding.	Apportionm't. To Railroads.	Miles.	Amount per Mile of Road.
Capital Stock.....	\$75,033 10	\$75,033 10	9.26	\$8,102 93

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

Name of Road.	Capital. Stock.	Current Liabilities.	Total.	Miles.	Amount per Mile of Road.
Barre Railroad Company.....	\$75,033 10	\$193,655 19	\$268,688 29	9.26	\$29,016
Total.....	\$75,033 10	\$193,655 19	\$268,688 29	9.26	\$29,016

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
	* Charged to Construction or Equipment.			
Construction:				
Right of Way.	\$ 506 37	\$28,296 12	\$28,802 50	\$8,110 72
Our Real Es- tate.....		12,750 17	18,750 17	1,376 91
Fences.....	37 12	599 55	636 67	68 75
Grading and Bridge and Culvert Ma- sonry		65,727 35	65,727 35	7,097 98
Bridges and Trestles.....		5,066 11	5,066 11	547 10
Rails.....	5,052 86	47,452 50	52,505 36	5,670 20
Ties.....		14,712 64	14,712 64	1,588 85
Other Super- structure...		5,580 31	5,580 31	602 63
Buildings, Fur- niture and Fixtures.....		4,299 11	4,299 11	464 27
Shop Machine- ry and Tools		372 09	372 09	40 18
Engineering Expenses...		4,658 85	4,658 85	503 11
Interest dur- ing Construc- tion.....		1,564 07	1,564 07	168 90
Terminal Fa- cilities and Elevators....	235 15	16,931 83	17,166 98	1,853 88
Other Items...		3,138 14	3,138 14	338 89
Total.....	\$5,831 50	\$211,148 85	\$216,980 35	\$23,432.37
Equipment:				
Locomotives..		\$21,667 00	\$21,667 00	\$2,339 85
Passenger Cars		4,305 25	4,305 25	464 93
Baggage, Ex- press and Pos- tal Cars.....		862 75	862 75	93 17

COST OF ROAD, EQUIPMENT, AND PERMANENT
IMPROVEMENTS—Continued.

Item.	EXPENDITURES DURING YEAR.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
	* Charged to Construction or Equipment.			
Freight Cars..	*\$135 00	\$20,673 56	\$20,538 56	\$2,217 99
Other Cars of all Classes..		1,318 53	1,318 53	142 39
Total.	\$135 00	\$48,827 09	\$48,692 09	\$5,258 33
Grand Total....	\$5,696 50	\$259,975 94	\$265,672 44	\$28,690 33

* Less Freight Cars charged to income account as permanent improvements.

* Not included in operating expenses.

INCOME ACCOUNT.

Gross Earnings from Operation	\$34,043 13	
Less Operating Expenses.....	20,008 83	
Income from Operation.....		\$14,034 30
Miscellaneous Income—less Expenses.....	\$339 97	
Income from other Sources.....		339 97
Total Income.....		\$14,374 27
Interest on Interest-bearing Current Liabilities Accrued, not otherwise provided for.....	\$11,687 06	
Taxes.....	935 77	
Total Deductions from Income.....		\$12,622 83
Net Income.....		\$1,751 44
Surplus from Operations of Year ending June 30, 1892.....		\$1,751 44
Surplus on June 30, 1891.....		14,447 34
Surplus on June 30, 1892.....		16,198 78

EARNINGS FROM OPERATION.

Item	Total Receipts.	Deductions Account of Repayments, Etc.	Actual Earnings.
Passenger :			
Passenger Revenue.....	\$2,724 55		
Less Repayments :			
Excess Fares Refunded.....		\$2 50	
Total Deductions.....		\$2 50	
Total Passenger Revenue....			\$2,722 05
Total Passenger Earnings..			\$2,722 05
Freight :			
Freight Revenue.....	\$31,383 62		
Less Repayments :			
Overcharge to Shippers.....		\$62 54	
Total Deductions.....		\$62 54	
Total Freight Revenue.....			\$31,321 08
Total Freight Earnings.....			\$31,321 08
Total Passenger and Freight Earnings.....			\$34,043 13
Other Earnings from Operation :			
Other Sources, Engine Service.			\$320 00
Total Other Earnings.....			\$320 00
Total Gross Earnings from Operation.....			\$34,363 13

MISCELLANEOUS INCOME.

Rent of Tenements: Gross income \$925 65; Less expenses, \$585 68;
 Net miscellaneous income, \$339 97.

OPERATING EXPENSES.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$ 426 00	\$4,898 93	\$5,324 93
Renewals of Rails.....	15 86	182 48	198 34
Renewals of Ties.....	44 17	507 99	552 16
Repairs of Bridges and Culverts.....	41 76	480 20	521 96
Other Expenses.....	49	5 65	6 14
Snow and Ice.....	14 61	167 99	182 60
Total.....	\$ 542 89	\$6,243 24	\$6,786 13
Maintenance of Equipment:			
Repairs and renewals of Locomotives	\$ 60 51	\$695 90	\$756 41
Repairs and renewals of Passenger Cars.....	22 38		22 38
Repairs and renewals of Freight Cars		1,206 36	1,206 36
Repairs and renewals of Ferry-Boats, Tugs, Floats and Barges.....	2 97	34 13	37 10
Shop Machinery, Tools, etc.....	73	8 43	9 16
Other Expenses.....	92	10 66	11 58
Total.....	\$ 87 51	\$1,955 48	\$2,042 99
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen.....	\$248 84	\$2,861 74	\$3,110 58
Fuel for Locomotives.....	266 28	3,062 31	3,328 59
Water-supply for Locomotives.....	12 48	143 59	156 07
All other supplies for Locomotives...	9 81	112 82	122 63
Wages of other Trainmen.....	197 36	2,269 64	2,467 00
All other train supplies.....	5 92	68 08	74 00
Wages of Switchmen, Flagmen and Watchmen.....	2 97	34 16	37 13
Loss and Damage.....	5 93	68 25	74 18
Total.....	\$ 749 59	\$8,620 59	\$9,370 18
General Expenses:			
General Office Expenses and Supplies	\$ 108 98	\$1,253 32	\$1,362 30
Legal Expenses.....	43	4 99	5 42
Stationery and Printing.....	19 60	225 33	244 93
Other General Expenses.....	15 73	181 15	196 88
Total.....	\$144 74	\$1,664 79	\$1,809 53

OPERATING EXPENSES—Continued.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Recapitulation of Expenses:			
Maintenance of Way and Structures.	\$542 89	\$6,243 24	\$6,786 13
Maintenance of Equipment.....	87 51	1,955 48	2,042 99
Conducting Transportation.....	749 59	8,620 59	9,370 18
General Expenses.....	144 74	1,664 79	1,809 53
Grand Total.....	\$1,524 73	\$18,484 10	\$20,008 83
Percentage of Expenses to Earnings			8.23
Operating Expenses:			
Maintenance of Way and Structures.	\$542 89	\$6,243 24	,76 13
Maintenance of Equipment.....	87 51	1,955 48	2 99
Conducting Transportation.....	749 59	8,620 59	0 18
General Expenses.....	144 74	1,664 79	,809 53
Total.....	\$1,524 73	\$18,484 10	\$20,008 83
Percentage of Expenses to Earnings			58.23

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	YEAR ENDING June 30, 1892.	
			Increase.	Decrease.
\$211,148 85	Cost of Road.....	\$216,980 35	\$5,831 50	
48,827 09	Cost of Equipment.....	48,629 09		\$135 00
12,750 17	Lands owned.....	12,750 17		
5,968 72	Cash and Current Assets..	5,104 46		864 26
\$1,421 06	Other Assets: Materials and Supplies..	\$1,360 00		61 06
\$280,115 89	Grand Total.....	\$284,887 07	\$5,831 50	\$1,060 32

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year Ending June 30, 1892.
			Increase.
\$74,833 10	Capital Stock.....	\$75,031 10	\$ 200 00
190,835 45	Current Liabilities.....	193,655 19	2,819 74
14,447 34	Profit and Loss.....	16,198 78	1,751 44
\$280,115 89	Grand Total.....	\$284,887 07	\$4,771 18

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	1	312	\$ 1,080 00	\$3 49
General Office Clerks.....	1	312	120 00	38
Enginemen.....	2	670	1,510 00	2 25
Firemen.....	3	762	1,145 58	1 50
Conductors.....	2	604	1,210 00	2 00
Other Trainmen.....	3	840	1,257 00	1 50
Other Shopmen.....	1	305	610 00	2 00
Section Foremen.....	3	936	1,627 50	1 75
Other Trackmen.....	9	2,730	4,095 00	1 50
Switchmen, Flagmen, and Watchmen.....	1	60	337 13	62½
All other Employes and Laborers.....	1	310	465 00	1 50
Total (Including "General Officers")—Vermont.....	27	7,841	\$13,157 21	\$1 68
Less "General Officers,"	1	312	1,080 00	
Total (Excluding "General Officers")—Vermont.....	26	7,529	\$12,077 21	\$1 63
Distribution of above :				
General Administration...	2	624	\$ 1,200 00	\$1 92
Maintenance of Way and Structures.....	12	3,666	5,722 50	1 56
Maintenance of Equipment.	1	305	610 00	2 00
Conducting Transportation.	12	3,246	5,624 71	1 73

EMPLOYES AND SALARIES—Continued.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
Total (Including "General Officers")—Vermont.....	27	7,841	\$ 13,157 21	\$1 68
Less "General Officers," ..	1	312	1,080 00	
Total (Excluding "General Officers")—Vermont.....	26	7,529	\$ 12,077 21	\$1 62
Total (Including "General Officers")—Entire Line....	27	7,841	\$ 13,157 21	\$1 68

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE, AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	12,100			
Number of passengers carried one mile.....	48,400			
Average distance carried.....	4			
Total passenger revenue.....		2,722	05	
Average amount received from each passenger.....			22	5
Average receipts per passenger per mile.....			5	6.25
Total passenger earnings.....		2,722	05	
Passenger earnings per mile of road.....		298	95	
Freight Traffic:				
Number of tons carried of freight earning revenue.....	72,290			
Number of tons carried one mile.....	289,160			
Average distance haul of one ton.....	4			
Total freight revenue.....		31,321	08	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE, AND RATES.		
		Dollars.	Cts.	Mills.
Average amount received for each ton of freight.....			43	3.27
Average receipts per ton per mile.....			10	8.32
Estimated cost of carrying one ton one mile.....			6	2.35
Total freight earnings.....		31,321	08	
Freight earnings per mile of road.....		3,382	41	
Passenger and Freight:				
Passenger and freight revenue.....		34,043	13	
Passenger and freight revenue per mile of road.....		3,676	36	
Passenger and freight earnings.....		34,043	13	
Passenger and freight earnings per mile of road.....		3,676	36	
Gross earnings from operation.....		34,363	13	
Gross earnings from operation per mile of road.....		3,710	52	
Expenses.....		20,008	83	
Expenses per mile of road.....		2,160	70	
Train Mileage:				
Miles run by freight trains.....	5,200			
Miles run by mixed trains.....	6,300			
Total mileage trains earning revenue.....	11,500			
Miles run by construction and other trains.....	490			
Grand Total Train Mileage.....	11,990			
Average number of freight cars in train.....	7			
Average number of loaded cars in train.....	3½			
Average number of empty cars in train.....	3½			
Average number of tons of freight in train.....	112			
Average number of tons of freight in each loaded car.....	16			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road. Whole Tons.	TOTAL FREIGHT TONNAGE.	
		Whole Tons.	Per Cent.
Products of Mines : Stone, Sand, and other like Ar- ticles.....	69,590	69,590	96
Manufactures : Merchandise.....	2,700	2,700	4
Total Tonnage.....	72,290	72,290	100

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Number	Equipped with Train Brake.
			Kind.
Locomotives : Freight.....	3	3	West'ghouse Quick Action
Total Locomotives.....	3	3	"
Cars in Passenger Service : Baggage, Express and Postal Cars.....	1	1	"
Other Cars in Passenger service.....	4	4	"
Total.....	5	5	"
Cars in Freight Service : Flat Cars.....	40	20	"
Total.....	40	20	"
Total Cars Owned.....	45	25	"

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Oper- ated.	RAILS.
	Main Line.		Steel.
Miles of single track.....	9.26	9.26	9.26
Miles of yard track and sidings.....	10.74	10.74	10.74
Total Mileage Operated (all track)	20	20	20

B. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage, Exclud'g Trackage Rights.	RAILS.
	Main Line.		Steel.
Vermont.....	9.26	9.26	9.26
Total Mileage Operated (single track.)....	9.26	9.26	9.26

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Main Line represented by capital stock 9.26 miles. Total mileage excluding trackage rights, 9.26. Steel rails, 9.26.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal— Tons Bitu- minous.	Total Fuel Consum'd. Tons.	Miles Run.	Average lbs. Consumed per Mile.
Freight.....	2,813	2,813	5,200	1,211.77
Mixed.....	3,016	3,016	6,300	1,072.36
Construction.....	200	200	490	918.37
Total.....	6,029	6,029	11,990	1,126.35
Average Cost at Distributing Point.....	\$4.20			

ACCIDENTS TO PERSONS.

Falling from trains and engines, 1 trainman killed.

CHARACTERISTICS OF ROAD.

From Barre to Quarries, 9.26 miles. All curves. Aggregate length of curved line 8.26 miles. Length of straight line, 1 mile. Length of level line, 2.26 miles. Number of ascending grades, 1. Sum of ascents, 1,015 feet. Aggregate length of ascending grades, 4 miles. Number of descending grades, 1. Sum of descents, 193 feet. Aggregate length of descending grades, 1 mile.

Bridges :

Number Wooden.....	2
Aggregate Length.....	120 feet.
Minimum Length.....	60 "
Maximum Length.....	60 "

Trestles :

Number.....	3
Aggregate Length.....	615 feet.
Minimum Length.....	65 "
Maximum Length.....	400 "

<i>Gauge of Track</i>	4 feet, 8½ inches.
<i>Length of Road</i>	9.26 miles.

STATE OF VERMONT, } ss:
County of Washington.

We, the undersigned, A. D. Morse, President, and F. W. Stanyan, Secretary, of the Barre Railroad Company, on our oath do say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

AZRO D. MORSE, *President.*
F. W. STANYAN, *Treasurer.*

Subscribed and sworn to before me,
this 10th day of September, 1892.

W. A. PERRY, *Notary Public.*

ANNUAL REPORT

OF THE

BENNINGTON AND RUTLAND RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Bennington and Rutland Railway Company.

Date of organization: August, 1877.

Organized under the Laws of the State of Vermont.

Original name of corporation: Bennington and Rutland Railroad Company. Reorganized under the General Statutes of Vermont.

Foreclosure of Mortgage.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
J. G. McCullough.....	North Bennington, Vt.	First Tuesday in July.
F. B. Jennings.....	New York City, N. Y.	
W. S. Webb.....	Shelburne, Vt.....	
T. L. Park.....	North Bennington, Vt.	
M. S. Colburn.....	Manchester, Vt.....	

Total number of stockholders at date of last election: Seven (7).

Date of last meeting of stockholders for election of directors: First Tuesday in July.

Post-office address of general office: North Bennington, Vt.

Post-office address of operating office: Supt., Bennington; G. F. and P. A., also Master Mechanic, Rutland. All other general offices at North Bennington, Vt.

OFFICERS.

President—J. G. McCullough, North Bennington, Vt.

Vice-President—F. B. Jennings, New York City, N. Y.

Secretary—G. W. Harman, Bennington, Vt.

Treasurer—S. B. Hall, North Bennington, Vt.

Auditor—W. G. Shaw, North Bennington, Vt.

General Superintendent—E. D. Bennett, Bennington, Vt.

General Freight Agent—H. W. Spafford, Rutland, Vt.

General Passenger Agent—H. W. Spafford, Rutland, Vt.

General Ticket Agent—In charge of Auditor.

General Baggage Agent—In charge of General Passenger Agent.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Bennington and Rutland Railway-----	Bennington, Vt.----- North Bennington	Rutland, Vt.----- N. Y. State Line	57.06 1.85	58.91

CAPITAL STOCK.

Description.	No. of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common-----	20,000	\$50 00	\$1,000,000 00	\$1,000,000 00

Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.	Remarks.
Issued for Reorganization: Preferred-----	20,000	\$1,000,000 00	Issued for like amount to stock of former Company.

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issued.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First Mortgage.	Nov. 1877.	Nov. 1, 1897.	\$475,000 00	\$475,000 00	\$475,000 00	\$475,000 00	7 %	May and Nov. 1.	\$33,250 00	\$33,250 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$475,000 00	\$475,000 00	\$33,250 00	\$33,250 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF
CURRENT LIABILITIES.

Cash.....	\$21,986 10
Due from Agents.....	7,218 73
Due from Solvent Companies and Individuals.....	2,704 93
Balance—Current Liabilities.....	7,445 74
Total.....	\$39,355 50

Materials and Supplies on hand, \$9,588.97.

CURRENT LIABILITIES ACCRUED TO AND INCLUDING
JUNE 30, 1892.

Loans and Bills Payable.....	\$ 5,000 00
Audited Vouchers and Accounts.....	14,278 44
Wages and Salaries.....	8,879 10
Net Traffic Balances due to other Companies.....	2,670 84
Matured Interest Coupons Unpaid (including Coupons due July 1).....	5,541 67
Miscellaneous—Taxes.....	2,985 45
Total.....	\$39,355 50

RECAPITULATION.

Account.	Total Amount Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$1,000,000 00	\$1,000,000 00	58.91	\$16,975 00
Bonds.....	475,000 00	475,000 00		8,063 00
Total.....	\$1,475,000 00	\$1,475,000 00	58.91	\$25,038 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
Construction	\$1,475,000 00	\$1,475,000 00	\$25,038 00
Total Construction.....	\$1,475,000 00	\$1,475,000 00	\$25,038 00
Total Cost Construction, Equipment, Etc., State of Vermont.....	\$1,475,000 00	\$1,475,000 00	\$25,038 00

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$263,771 45	
Less Operating Expenses.....	199,435 05	
Income from Operation,		\$64,336 40
Total Income,		\$64,336 40
Deductions from Income:		
Interest on Funded Debt, accrued.....	\$ 33,250 00	
Taxes.....	6,644 28	
Total Deductions from Income,		\$39,894 28
Net Income,		\$24,442 12
Surplus from Operations of Year Ending June 30, 1892.....		\$24,442 12
Deficit on June 30, 1891.....		22,298 89
Surplus on June 30, 1892.....		\$ 2,143 23

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger Revenue.....	\$122,315 59	
Total Passenger Revenue.....		\$122,315 59
Express.....	\$ 9,219 72	
Extra Baggage and Storage.....	4,800 00	14,019 72
Total Passenger Earnings.....		\$136,335 31
Freight:		
Freight Revenue.....	\$126,315 64	
Total Freight Revenue.....		\$126,315 64
Total Freight Earnings.....		\$126,315 64
Total Passenger and Freight Earnings...		\$262,650 95
Other Earnings from Operation:		
Other Sources.....		\$ 1,120 50
Total Other Earnings.....		\$ 1,120 50
Total Gross Earnings from Operation—Vermont.....		\$263,771 45
Total Gross Earnings from Operation—Entire Line.....		\$263,771 45

OPERATING EXPENSES.

Item.	Total.
Maintenance of Way and Structures:	
Repairs of Roadway.....	\$33,884 58
Renewals of Ties.....	13,020 06
Repairs of Bridges and Culverts.....	5,187 27

OPERATING EXPENSES—Continued.

Item.	Total.
Repairs of Fences, Road-crossings, Signs and Cattle-Guards.....	\$ 2,378 97
Repairs of Buildings.....	7,996 21
Total.....	\$ 62,467 09
Maintenance of Equipment:	
Repairs and renewals of Locomotives.....	\$ 10,295 61
Repairs and renewals of Passenger Cars.....	17,119 78
Repairs and renewals of Freight Cars.....	5,858 86
Shop Machinery, Tools, Etc.....	738 75
Other Expenses.....	1,798 80
Total.....	\$ 35,811 80
Conducting Transportation:	
Wages of Enginemen, Firemen and Round-housemen..	\$ 15,592 57
Fuel for Locomotives.....	31,667 30
Wages of Other Trainmen.....	17,473 35
Wages of Switchmen, Flagmen and Watchmen.....	1,573 07
Expense of Telegraph, including Train Dispatchers and Operators.....	1,155 00
Wages of Station Agents, Clerks and Laborers.....	10,010 85
Station Supplies.....	1,460 75
Switching Charges—Balance.....	1,800 00
Car Mileage—Balance.....	2,704 60
Loss and Damage.....	695 84
Injuries to Persons.....	2,750 00
Other Expenses.....	2,436 40
Total.....	\$ 89,319 73
General Expenses:	
Salaries of Officers.....	\$ 4,320 00
Salaries of Clerks.....	1,590 00
Advertising.....	323 57
Insurance.....	921 50
Stationery and Printing.....	2,138 42
Other General Expenses.....	2,542 94
Total.....	\$ 11,836 43
Recapitulation of Expenses:	
Maintenance of Way and Structures.....	\$ 62,467 09
Maintenance of Equipment.....	35,811 80
Conducting Transportation.....	89,319 73
General Expenses.....	11,836 43
Grand Total.....	\$199,435 05

Percentage of expenses to earnings—Entire Line, 75.61.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1891.		ASSETS.		JUNE 30, 1893.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
\$ 6,054 78	\$1,475,000 00	Cost of Road.....		\$21,986 10	\$1,475,000 00	\$15,931 32	
12,081 91		Cash and Current Assets.....		14,329 06		2,247 15	
4,941 91		Other Assets.....		9,588 97		4,647 06	
22,298 89		Materials and Supplies.....					\$22,298 89
		Profit and Loss.....					
\$45,377 49	\$1,475,000 00	Grand Total.....		\$45,904 13	\$1,475,000 00	\$22,825 53	\$22,298 89

COMPARATIVE GENERAL BALANCE SHEET—Continued..

JUNE 30, 1891.		JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
Item.	Total.	LIABILITIES.	Item.	Total.	Increase. Decrease.
	\$1,000,000 00	Capital Stock.....		\$1,000,000 00	
	475,000 00	Funded Debt.....		475,000 00	
\$39,835 82		Current Liabilities.....	\$38,219 21		\$1,616 61
		Accrued Interest on Funded Debt not yet payable.....	5,541 67		
5,541 67		Profit and Loss.....	2,143 25		\$2,143 25
		Grand Total.....	\$45,904 13	\$1,475,000 00	\$2,143 25
\$45,377 49	\$1,475,000 00				\$1,616 61

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.
	From	To	Miles.	
First Mortgage.....	Bennington .. North Bennington	Rutland.... New York State Line	58.91	\$8,063 00

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensation.	Ave. Daily Compensation
General Officers.....	5	1,565	\$ 7,200 00	\$4 60
General Office Clerks.....	4	1,250	1,560 00	1 26
Station Agents.....	14	4,382	5,538 00	1 26
Other Station Men.....	10	3,130	4,182 00	1 34
Enginemen.....	9	2,817	9,155 25	3 25
Firemen.....	10	3,130	5,101 90	1 63
Conductors.....	8	2,504	7,186 48	2 88
Other Trainmen.....	20	6,260	10,203 80	1 63
Machinists.....	7	2,191	3,571 33	1 63
Carpenters.....	12	3,756	7,737 36	2 06
Other Shopmen.....	16	5,008	7,662 24	1 53
Section Foremen.....	13	4,069	6,312 00	1 55
Other Trackmen.....	61	19,093	23,082 40	1 20
Switchmen, Flagmen and Watchmen.....	8	2,920	3,360 00	1 15
Telegraph Operators and Dispatchers.....	2	626	1,140 00	1 82
All Other Employes and Laborers.....	6	1,878	2,347 50	1 25
Total (Including "General Officers").....	205	64,581	\$105,340 26	\$1 63
Less "General Officers".....	5	1,565	7,200 00	4 60
Total (Excluding "General Officers").....	200	63,016	\$ 98,140 26	\$1 56
Distribution of Above:				
General Administration.....	9	2,817	8,760 00	3 11
Maintenance of Way and Structures.....	80	25,040	33,263 08	1 33
Maintenance of Equipment.....	33	10,537	16,782 25	1 59
Conducting Transportation.....	83	26,187	46,534 93	1 78
Total (Including "General Officers").....	205	64,581	\$105,340 26	\$1 63
Less "General Officers".....	5	1,565	7,200 00	4 60
Total (Excluding "General Officers").....	200	63,016	\$ 98,140 26	\$1 56
Total (Including "General Officers")— Entire Line.....	205	64,581	\$105,340 26	\$1 63

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVE- NUE, AND RATES.		
		Dollars.	Cents.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	233,829			
Number of passengers carried one mile.....	5,048,064			
Average distance carried.....	21.59	122,315	59	
Total passenger revenue.....				
Average amount received from each passenger.....			52	3.09
Average receipts per passenger per mile.....			02	4.23
Total passenger earnings.....		136,335	31	
Passenger earnings per mile of road.....		2,314	30	
Passenger earnings per train-mile.....			68	2.56
Freight Traffic:				
Number of tons carried of freight earning revenue.....	186,918			
Number of tons carried one mile.....	7,207,072			
Average distance haul of one ton.....	38.55			
Total freight revenue.....		126,315	64	
Average amount received for each ton of freight.....			67	5.77
Average receipts per ton per mile.....			01	7.52
Total freight earnings.....		126,315	64	
Freight earnings per mile of road.....		2,144	21	
Freight earnings per train-mile.....		1	45	2.56
Passenger and Freight:				
Passenger and freight revenue..		248,631	23	
Passenger and freight revenue per mile of road.....		4,220	53	
Passenger and freight earnings..		262,650	95	
Passenger and freight earnings per mile of road.....		4,458	51	
Gross earnings from operation..		262,771	45	
Gross earnings from operation per mile of road....		4,477	53	
Expenses.....		199,435	05	
Expenses per mile of road.....		3,385	42	
Train Mileage:				
Miles run by passenger trains..	199,740			
Miles run by freight trains.....	86,961			
Total mileage trains earning rev.	286,701			
Miles run by switching trains..	37,480			
Miles run by construction and other trains.....	4,335			
Grand Total Train Mileage.....	328,416			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road. Whole Tons.	Freight Received from Connect- ing Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....	1,527	11,442	12,969	6.94
Flour.....				
Other Mill Products.....				
Hay.....				
Tobacco.....				
Cotton.....				
Fruit and Vegetables.....				
Products of Animals :				
Live Stock.....	1,312	1,718	3,030	1.62
Dressed Meats.....				
Other pack'g-house prod'cts.....				
Poultry, Game, and Fish....				
Wool.....				
Hides and Leather.....				
Products of Mines :				
Anthracite Coal.....	4	35,595	35,999	19.05
Bituminous Coal.....				
Stone, sand, and like articles..	1,285	2,100	3,385	1.81
Marble.....	6,407	37,751	44,158	23.62
Products of Forest :				
Lumber.....	19,977	25,112	45,089	24.12
Charcoal.....	2,998	236	3,234	1.73
Manufactures :				
Petroleum and other Oils....	15,234	14,026	29,260	15.65
Sugar.....				
Naval Stores.....				
Iron, Pig and Bloom.....				
Iron and Steel Rails.....				
Other Castings & Machinery.....				
Bar and Sheet Metal.....				
Cement, Brick and Lime....				
Agricultural Implements....				
Wagons, carriages, tools, etc.				
Wines, Liquors, and Beers..	1,497	8,347	9,844	5.27
Household goods & furniture				
Merchandise.....				
Miscellaneous : Other commod- ities not mentioned above..	154	196	350	.19
Total Tonnage.....	50,395	136,523	186,918	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives :						
Passenger.....						
Freight.....						
Switching.....						
Total Locomotives.....		12	10	Westinghouse, Automatic Air.		
Cars in Passenger Service :						
First-class Passenger Cars.....	1	12	10	Westinghouse,	11	Miller Platform
Second-class Passenger Cars.....				"		Automatic Coup.
Combination Passenger Cars.....	1	1	1	"	9	"
Baggage, Exp. and Postal Cars ..		9	9			
Total.....	2	22	20		20	
Cars in Freight Service :						
Box Cars.....	2	94	None. }		None.	
Flat Cars.....		173				
Stock Cars.....	3	3				
Grand Total Cars	7	292				

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track.....	57.06	1.85	58.91		58.91
Miles of yard track and sidings..	5.25		5.25	5.25	
Total Mileage Operated (all track)	62.31	1.85	64.16	5.25	58.91

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	Steel Rails.
	Main Line	Branches and Spurs.		
Vermont	57.06		58.91	58.91

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	Steel Rails.
	Main Line	Branches and Spurs.		
	57.06	1.86	58.91	58.91

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Hard Wood.	37,018	35 Cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.		Total Fuel Consumed—Tons of 2000 lbs.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.	Hard.				
Passenger	6,359.07	438.98		6,798.05	199,740	68.07
Freight.....	2,768.50	191.11		2,959.61	86,961	68.06
Switching	1,193.37	82.38		1,275.75	37,480	68.07
Construction.....	138.06	9.53		147.59	4,335	68.09
Total.....	10,459.00	722.00		11,181.00	328,516	62.07
Average Cost at distributing point.....	at 2,000 lbs.					

ACCIDENTS TO PERSONS.

Dec. 7, 1891, R. T. Eldridge; May 26, 1892, Otis Streeter. Both killed while walking on track, trespassing.

CHARACTERISTICS OF ROAD.

We have no map or survey of the road.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges:

Iron.....	2
Wooden.....	28
Combination.....	3
Aggregate length.....	172 feet

Gauge of Track: 4 feet, 8½ inches. 58.91 miles.

Telegraph:

Owned and operated by Western Union Telegraph Company, 58.91 miles of line.

One overhead farm crossing, 18 feet 6 inches above surface of rail.

The following fast freight lines operate over this road: National Despatch, Rome, Watertown and Ogdensburg, Nickel Plate, West Shore, Hoosac Tunnel, Erie Despatch, Inter-State Despatch, Commercial Express, Lackawanna, Trades Despatch, West Shore and Boston, Lackawanna and Boston.

We pay mileage for use of all foreign cars at rate of ¼ cent per mile.

STATE OF VERMONT, }
County of Bennington. } ss:

We, the undersigned, E. D. Bennett, Superintendent, and W. G. Shaw, Auditor, of the Bennington and Rutland Railway Company, on our oath do say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

E. D. BENNETT, *Supt.*

W. G. SHAW, *Auditor.*

Subscribed and sworn to before me,
this 30th day of August, 1892.

S. B. HALL.

Notary Public.

ANNUAL REPORT
OF THE
BOSTON AND MAINE RAILROAD,
PASSUMPSIC DIVISION,
FOR THE YEAR ENDING JUNE 30, 1892.
HISTORY.

Name of common carrier making this report: Boston and Maine Railroad, Passumpsic Division.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Frank Jones..... David P. Kimball..... Jos. S. Ricker..... Richard Olney..... Wm. T. Hart..... A. W. Sulloway..... Jos. H. White..... Walter Hunnewell..... Geo. C. Haven..... Wm. C. Whitney..... Samuel C. Lawrence..... John W. Sanborn..... Dr. W. S. Webb.....	Portsmouth, N. H..... Boston, Mass..... Portland, Maine..... Boston, Mass..... " "..... Franklin, N. H..... Brookline, Mass..... Boston, Mass..... New York City..... " " "..... Medford, Mass..... Boston, Mass..... *New York City.....	December 14, 1892.

*In summer, Shelburne, Vt.

Date of last meeting of stockholders for election of directors: Dec. 9, 1891.

Post-office address of general office: Boston, Mass.

Post-office address of operating office: Boston, Mass.

OFFICERS.

Chairman of the Board—Frank Jones, Boston, Mass.

President—Frank Jones, Boston, Mass.

Corporation Clerk—Sigourney Butler, Boston, Mass.

Treasurer—Amos Blanchard, Boston, Mass.
 Assistant-Treasurer—Herbert E. Fisher, Boston, Mass.
 General Auditor—W. J. Hobbs, Boston, Mass.
 Acting General Manager—John W. Sanborn, Boston, Mass.
 Chief Engineer—H. Bissell, Boston, Mass.
 General Superintendent—D. W. Sanborn, Boston, Mass.
 Division Superintendent—H. E. Folsom, Lyndonville, Vt.
 General Traffic Manager—W. F. Berry, Boston, Mass.
 General Passenger and Ticket Agent—D. J. Flanders, Boston, Mass.
 Assistant-General Passenger and Ticket Agent—Chas. E. Lord, Boston, Mass.
 General Baggage Agent—W. R. Brackett, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Connecticut and Passumpsic Rivers Railroad.....	White River Jct., Vt....	Canada Line..	110.30
Massawippi Valley Railway	Canada Line	Lennoxville, P.Q.	34.75
Stanstead Branch.....	Stanstead Jct.	Stanstead and Derby Line...	2.00
Total.....			147.05

The Massawippi Valley Railway was leased to the Connecticut and Passumpsic Rivers Railroad.

The Connecticut and Passumpsic Rivers Railroad was leased to the Boston and Lowell Railroad Corporation.

The Boston and Lowell Railroad Corporation and leased lines were leased to the Boston and Maine Railroad as of April 1, 1887.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$995,317 54	
Less Operating Expenses.....	767,431 52	
Income from Operation.....		\$227,886 02
Miscellaneous Income, less Expenses....		11,985 20
Total Income.....		\$239,871 22
Taxes.....		20,453 55
Net Income.....		\$219,417 67

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Accounts of Repayments Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$347,905 21		
Tickets Redeemed.....		\$ 57 78	
Excess Fares Refunded.....		1,795 45	
Total Deductions.....		\$1,853 23	
Total Passenger Revenue..			\$346,051 98
Mail.....			25,375 75
Express.....			22,002 08
Extra Baggage and Storage...			3,373 26
Total Passenger Earnings..			\$396,803 07
Freight:			
Freight Revenue.....	\$605,952 42		
Overcharge to Shippers.....		\$7,437 95	
Total Deductions.....		\$7,437 95	
Total Freight Revenue....			\$598,514 47
Total Freight Earnings..			\$598,514 47
Total Passenger and Freight Earnings.....			\$995,317 54
Total Gross Earnings from Operation.....			\$995,317 54

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rents—Tenements, Lands, &c....	\$7,714 63	\$2,568 79	\$5,145 84
Interest, &c.....	6,839 36		6,839 36
Total.....	\$14,553 99	\$2,568 79	\$11,985 20

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures :			
Repairs of Roadway.....	\$34,729 57	\$54,320 61	\$89,050 18
Renewals of Rails.....	6,399 78	10,009 93	16,409 71
Renewals of Ties.....	5,691 45	8,902 02	14,593 47
Repairs of Bridges and Culverts.....	10,978 18	17,171 02	28,149 20
Repairs of Fences, Road-crossings, Signs and Cattle Guards.....	2,256 73	3,529 76	5,786 49
Repairs of Buildings.....	12,495 13	19,543 68	32,038 81
Repairs of Docks and Wharves.....	220 97		220 97
Repairs of Telegraph.....	47	74	1 21
Total.....	\$72,772 28	\$113,477 76	\$186,250 04
Maintenance of Equipment :			
Repairs and renewals of Locomotives.....	\$11,266 22	\$17,621 53	\$28,887 75
Repairs and renewals of Passenger Cars.....	18,183 98		18,183 98
Repairs and renewals of Freight Cars.....		34,822 71	34,822 71
Shop Machinery, Tools, Etc....	1,701 33	2,661 08	4,362 41
Other Expenses.....	40 97	64 07	105 04
Total.....	\$31,192 50	\$55,169 39	\$86,361 89
Conducting Transportation:			
Wages of Firemen, Enginemen and Round-housemen.....	\$25,315 39	\$ 43,621 79	\$ 68,937 18
Fuel for Locomotives.....	63,851 61	112,549 35	176,400 96
Water-supply for Locomotives.....	375 09	586 69	962 78
All other supplies for Locomotives.....	1,893 31	2,961 32	4,854 63
Wages of other Trainmen.....	20,686 38	40,149 52	60,835 90
All other train supplies.....	1,563 00	5,417 49	6,980 49
Wages of Switchmen, Flagmen and Watchmen.....	4,025 75	6,296 68	10,322 43
Expense of Telegraph, including Train Dispatchers and Operators.....	4,495 37	7,031 23	11,526 60

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Conducting Transportation:			
Wages of Station Agents, Clerks and Laborers.....	\$14,319 30	\$25,499 26	\$39,818 56
Station Supplies.....	4,058 11	1,027 10	5,085 21
Car Mileage.....	8,101 68	44,682 93	52,784 61
Loss and Damage.....	285 54	2,073 35	2,358 89
Injuries to Persons.....	15,345 24	1,100 74	16,445 98
Other Expenses.....	300 44	60 94	361 38
Total.....	\$164,616 21	\$293,058 39	\$457,674 60
General Expenses:			
Salaries of Officers, } Salaries of Clerks, }	\$5,279 59	\$8,059 94	\$13,339 53
General Office Expenses and Supplies.....	415 95	609 86	1,025 81
Agencies, including Salaries and Rent, Advertising, Commissions, }	9,060 54	339 02	9,399 56
Insurance.....	1,890 16	2,956 41	4,846 57
Expense of Fast Freight Lines.....		2,620 50	2,620 50
Legal Expenses.....	810 59	1,267 85	2,078 44
Stationery and Printing.....	2,017 77	1,624 12	3,641 89
Other General Expenses.....	77 00	115 69	192 69
Total.....	\$19,551 60	\$17,593 39	\$37,144 99
Recapitulation of Expenses :			
Maintenance of Way and Structures.....	\$ 72,772 28	\$113,477 76	\$186,250 04
Maintenance of Equipment.....	31,192 50	55,169 39	86,361 89
Conducting Transportation.....	164,616 21	293,058 39	457,674 60
General Expenses.....	19,551 60	17,593 39	37,144 99
Grand Total.....	\$288,132 59	\$479,298 93	\$767,431 52

Percentage of expenses to earnings, 77.10.

CONTRACTS, AGREEMENTS, ETC.

1. American Express Co., performing all through express service, also doing business between local points. Compensation based on weights carried.
2. Post-Office Department, United States and Canadian Governments. Compensation, based on space and car service furnished, is fixed by the governments.
3. Wagner Palace Car Company.
4. Through traffic arrangements with all railroad and steamship companies.
5. Western Union Telegraph Company.

EMPLOYES AND SALARIES.

Class.	No.	Total Number of Days Worked	Total Yearly Compensa- tion.	Average Daily compen- sation.
General Officers, }	8	2,593	\$ 9,643 32	\$3 71.9
General Clerks, }				
Station Agents.....	31	10,176	13,848 36	1 36.1
Other Station men.....	32	9,960	13,737 12	1 37.9
Enginemen.....	43	13,764	36,739 20	2 66.9
Firemen.....	46	13,596	21,443 04	1 57.7
Conductors.....	34	10,032	23,140 68	2 30.6
Other Trainmen.....	73	21,780	33,785 88	1 55.1
Machinists and Foremen.....	31	9,468	20,807 64	2 19.8
Carpenters.....	72	19,416	35,014 80	1 80.3
Other Shopmen.....	60	18,458	29,698 08	1 60.9
Section Foremen.....	38	11,832	19,536 00	1 65.1
Other Trackmen.....	119	31,848	36,494 64	1 14.6
Switchmen, Flagmen and Watchmen	20	6,900	8,268 00	1 19.8
Telegraph Operators and Dispatchers	18	6,096	9,648 48	1 58.3
All other Employees and Laborers. . .	166	45,036	66,673 20	1 48.0
Total.....	791	230,955	\$378,478 44	\$1 63.9
Distribution of Above:				
General Administration.....	8	2,593	\$ 9,643 32	\$3 71.9
Maintenance of Way and Structures.....	305	81,530	119,656 92	1 46.8
Maintenance of Equipment.....	156	47,388	76,791 60	1 62.0
Conducting Transportation.....	322	99,444	172,386 60	1 73.4
Total.....	791	230,955	\$378,478 44	\$1 63.9
Total—Passumpsc Division.....	866	255,632	\$404,715 84	\$1 58.3

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	409,125			
Number of passengers carried one mile.....	16,739,307			
Average distance carried..	40.915			
Total passenger revenue....		346,051	98	
Average amount received from each passenger.....			84	5.83
Average receipts per passen- ger per mile.....			02	0.67
Estimated cost of carrying each passenger one mile..			01	7.21
Total passenger earnings...		396,803	07	
Passenger earnings per mile of road.....		2,698	42	
Passenger earnings per train mile.....			91	4.89
Freight Traffic:				
Number of tons carried of freight earning revenue ..	913,678			
Number of tons carried one mile.....	3,046,936			
Average distance haul of one ton.....	79.948			
Total freight revenue.....		598,514	47	
Average amount received for each ton of freight....			65	5.06
Average receipts per ton per mile.....				8.194
Estimated cost of carrying one ton one mile.....				6.56
Total freight earnings.....		598,514	44	
Freight earnings per mile of of road.....		4,070	14	
Freight earnings per train- mile.....			88	2.66
Passenger and Freight:				
Passenger and freight rev- enue.....		944,566	45	
Passenger and freight reve- nue per mile of road...		6,423	43	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Class.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars. ;	Cts.	Mills.
Passenger and Freight:				
Passenger and freight earn- ings.....		995,317	54	
Passenger and freight earn- ings per mile of road.		6,768	56	
Gross earnings from opera- tion.....		995,317	54	
Gross earnings from opera- tion per mile of road.....		6,768	56	
Expenses.....		767,431	52	
Expenses per mile of road ..		5,218	84	
Train Mileage:				
Miles run by passenger trains	433,718			
Miles run by freight trains..	678,080			
Total Mileage Trains Earn- ing Revenue	1,111,798			
Miles run by switching trains	66,465			
Miles run by construction and other trains.....	24,414			
Grand Total Train Mileage	1,202,677			

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Passenger	9	9	Westinghouse Automatic		
Freight	18	13	"		
Switching	1				
Total Locomotives	28	22			
Cars in Passenger Service:					Miller.
First-class Passenger Cars	16	16	Westinghouse Automatic.	16	"
Combination Passenger Cars	10	10	"	10	"
Parlor Cars	1	1	"	1	"
Baggage, Express and Postal Cars	5	5	"	5	"
Total	32	32		32	
Cars in Freight Service:					
Box Cars	492				
Flat Cars	411				
Coal Cars	16				
Refrigerator Cars	5				
Total	924				
Cars in Company's Service:					
Derrick Cars	3				
Caboose Cars	18				
Other road Cars	1				
Total	22				
Grand Total Cars	978				

MILEAGE.

Line in Use.	Line Operated under Lease.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of single track.....	147.05	147.05		147.05
Miles of yard track and sidings.....	41.57	41.57	18.60	22.97
Total Mileage Operated (all tracks) - -	188.62	188.62	18.60	170.02

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated Under Lease.	Line Operated Under Trackage Rights.	Steel Rails.
Vermont.....	110.30	110.30	110.30
Canada.....	36.75	36.75	36.75
Total Mileage Operated (single track).....	147.05	147.05	147.05

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Iron: Old.....	17	51 lbs.	\$19.00	Cedar.....	15,034	\$.30
Total Iron.....	17			Tamarack.....	2,112	.24
Steel: New.....	1,226	60 lbs.	\$19.00	Hemlock.....	51,845	.24
" Old.....	847	51 lbs.	30.50			
Total Steel.....	2,072		25.00	Total.....	68,991	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS. 2,000 lbs. per ton.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger, Freight, Switching, Construction,		40,676 $\frac{350}{1000}$		1,699 $\frac{1}{4}$	41,525 $\frac{1400}{1000}$	1,202,677	69.05
Total.....		40,676 $\frac{350}{1000}$		1,699 $\frac{1}{4}$	41,525 $\frac{1400}{1000}$	1,202,677	69.05
Average Cost at distributing point.....		\$4.27		\$3.73			

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.			
	TRAINMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling.....		1		1
Falling from Trains and Engines.....	1		1	
Collisions.....		2		2
Total.....	1	3	1	3

Kind of Accident.	OTHERS.			
	TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
At Stations.....	2		2	
Other Causes.....	1	1	1	1
Total.....	3	1	3	1

OTHER CAUSES:

Employe of Canadian Pacific Railway, while walking on the track was struck by an engine and his foot crushed.

Express agent at West Burke while standing on the track was run over and instantly killed.

CHARACTERISTICS OF ROAD.

*BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.
		Feet.	In.	Feet.	In.	Feet.	In.			
Bridges :								Overhead Highway Crossings:		
Stone.....	2	50		20		30		Bridges	5	18
Iron	4	453	4	19		373	4	Trestles.....	5	19
Wooden	65	3,687	7	10		213	6	Total.....	10	
Total.....	71	4,190	11							
Trestles.....	27	3,218	1	17		448				

Gauge of all Trunk.—Four feet, eight and one-half inches. 147.05 miles.

*Number of bridges is based on length of 10 feet and upwards.

COMMONWEALTH OF MASSACHUSETTS, }
County of Suffolk. } ss:

We, the undersigned, Frank Jones, President, and William J. Hobbs, Auditor, of the Boston and Maine Railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

FRANK JONES, *President.*

WILLIAM J. HOBBS, *General Auditor.*

Subscribed and sworn to before me,
this 24th day of August, 1892.

C. E. A. BARTLETT,

Justice of the Peace.

ANNUAL REPORT
OF THE
BRISTOL RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report : Bristol Railroad Company.

Date of organization : July 3, 1890.

Organized under the Laws of Vermont by special charter granted by the Legislature in 1882, amended in 1886.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Percival W. Clement.....	Rutland, Vt.....	When successors are elected.
J. J. Ridley.....	Bristol, Vt.....	
Howard Clark.....	Lincoln, Vt.....	
E. T. Smith.....	Rutland, Vt.....	
E. B. Patterson.....	Bristol, Vt.....	
Charles M. Wilds.....	Middlebury, Vt.....	
H. G. Smith.....	Rutland, Vt.....	

Date of last meeting of stockholders for election of directors : June 14, 1892.

Post office address of general office, Rutland Vt.

Post office address of operating office, Bristol, Vt.

OFFICERS.

Chairman of the Board—P. W. Clement, Pres., Rutland, Vt.

President—Percival W. Clement, Rutland, Vt.

Secretary—Chas. M. Wilds, Middlebury, Vt.

Treasurer—H. G. Smith, Rutland, Vt.

General Superintendent—R. S. Smith, Bristol, Vt.

PROPERTY OPERATED.

Bristol Railroad, extending from Bristol to New Haven Junction.
Miles of road, 6.26.

CAPITAL STOCK.

Par value of shares, \$100.00 Total amount issued and outstanding
\$100,000.00.

FUNDED DEBT.

First Mortgage, issued July 1, 1891, and due July 1, 1892. The amount of authorized issue, amount issued, and amount outstanding, \$100,000.00 in each case.

INTEREST.

Rate 4%, payable January and July. The amount accrued and amount matured during year, are each \$4,000.00.

RECAPITULATION OF FUNDED DEBT.

Class of debt, Mortgage Bonds. The amount issued and amount outstanding are each \$100,000.00.

INTEREST.

The amount accrued and amount matured during year are each \$4,000.00.

RECAPITULATION.

Account, total amount outstanding: Capital stock and Bonds
\$100,000.00 each.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Grand Total Cost Construction, Equipment, etc., \$200,000.00.

OPERATING EXPENSES. EMPLOYES AND SALARIES.

Not kept in separate accounts.

DESCRIPTION OF EQUIPMENT.

Equipped with 1 passenger locomotive, 1 combination passenger car and 2 box cars. Total number, 4.

EXPLANATORY REMARKS.

The Bristol Railroad began operation January 5th, 1892. Consequently our report is not complete.

ANNUAL REPORT OF THE CENTRAL VERMONT RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Central Vermont Railroad Company.

Date of organization: May 27, 1873.

Organized under the laws of the State of Vermont, Act. No. 204, approved November 23, 1872.

Original corporation: The Vermont Central Railroad Company, chartered October 31, 1843; Act No. —.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Edward C. Smith.....	St. Albans, Vt.....	September 14, 1892.
J. R. Langdon.....	Montpelier, Vt.....	
B. P. Cheney.....	Boston, Mass.....	
W. H. H. Bingham.....	Montpelier, Vt.....	
L. J. Sergeant.....	Montreal, P. Q.....	
Robert Wright.....	Montreal, P. Q.....	
B. B. Smalley.....	Burlington, Vt.....	
F. S. Stranahan.....	St. Albans, Vt.....	
W. Seward Webb.....	New York, N. Y.....	
John Bell.....	Belleville, Ont.....	
Robert Coit.....	New London, Conn.....	

Date of last meeting of stockholders for election of directors: September 12, 1891.

Post-office address of general office: St. Albans, Vt.

Post-office address of operating office: St. Albans, Vt.

OFFICERS.

President—E. C. Smith, St. Albans, Vt.

First Vice-President—J. R. Langdon, Montpelier, Vt.

Clerk—G. T. Childs, St. Albans, Vt.

Treasurer—D. D. Ranlett, St. Albans, Vt.

Cashier—W. H. Chaffee, St. Albans, Vt.

General Solicitor—B. F. Fifield, Montpelier, Vt.

Assistant to the President—J. M. Foss, St. Albans.

General Auditor—M. M. Reynolds, St. Albans, Vt.

General Superintendent—F. W. Baldwin, St. Albans, Vt.

Division Superintendent—J. Burdett, Rutland, Vt.

Division Superintendent—T. M. Deal, St. Albans, Vt.

Superintendent of Telegraph—M. Magiff, St. Albans, Vt.

Traffic Manager—L. A. Emerson, St. Albans, Vt.

General Freight Agent—E. A. Chittenden, St. Albans, Vt.

Assistant General Freight Agent—Geo. Cassidy, St. Albans, Vt.

General Passenger Agent—S. W. Cummings, St. Albans, Vt.

General Baggage Agent—H. Brainerd, St. Albans, Vt.

Superintendent of Motive Power—W. J. Robertson, St. Albans, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads, Named.
	From	To		
Consolidated Railroad of Vermont.....	Windsor.....	Province Line Rouses' Point.....	11 158.4	169.4
Consolidated Railroad of Vermont.....	Burlington.....	Essex Junction.....	8	
Consolidated Railroad of Vermont.....	Montpelier Junction.....	Montpelier.....	1.4	
Montpelier and White River.....	Montpelier.....	Williamstown.....	13.5	22.9
Rutland.....	Bellows Falls.....	Burlington.....	119.7	
Addison County.....	Leicester Junction.....	Ticonderoga.....	15.6	
Vermont and Massachusetts.....	Miller's Falls.....	Brattleboro.....	21	
Brattleboro and Whitehall.....	Brattleboro.....	South Londonderry.....	36	
Missisquoi Valley.....	St Albans.....	Richford.....	28	
Burlington and Lamoille Valley.....	Essex Junction.....	Cambridge Junction.....	26	246.3
Total.....				438.6

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common.....	\$100 00	\$1,000,000 00	\$1,000,000 00
Total.....	\$100 00	\$1,000,000 00	\$1,000,000 00

Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash: Common.....	10,000	\$1,000,000 00
Total.....	10,000	\$1,000,000 00

Dividends declared during year: None.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Bills Receivable.....	\$ 16,715 07
Due from Agents.....	190,442 90
Net Traffic Balances due from other Companies.....	481,838 75
Due from Solvent Companies and Individuals.....	341,148 53
Other Cash Assets (Excluding "Materials and Supplies")*	367,902 94
Balance—Current Liabilities.....	1,421,669 53
Total.....	\$2,819,717 72

Current Liabilities Accrued to and Including June 30, 1892.

Loans and Bills Payable.....	\$1,259,359 39
Audited Vouchers and Accounts.....	442,052 08
Wages and Salaries.....	155,857 54
Net Traffic Balances due to other Companies.....	644,096 79
Dividends not called for.....	43,400 00
Matured Interest Coupons unpaid†.....	267,127 00
Rentals due July 1.....	7,824 92
Total.....	\$2,819,717 72

*Materials and Supplies on hand, \$216,180.01.

†Including Coupons due July 1.

RECAPITULATION.

Account.	Total Amount Outstanding.	Apportionment To Railroads.
Capital Stock.....	\$1,000,000 00	\$1,000,000 00
Total.....	\$1,000,000 00	\$1,000,000 00

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$3,093,636 33	
Less Operating Expenses.....	2,189,162 18	
Income from Operation.....		\$904,474 15
Interest on Bonds Owned.....	\$14,200 00	
Income from Other Sources.....		14,200 00
Total Income.....		\$918,674 15
Deductions from Income:		
Interest on Interest-bearing Current Liabilities, accrued, not otherwise provided for.....	\$ 66,716 27	
Rents.....	791,694 40	
Taxes.....	60,415 45	
Total Deductions from Income.....		\$918,826 12
Deficit.....		\$151 97
Deficit from Operations of Year ending June 30, 1892.....		\$ 151 97
Deficit on June 30, 1891.....		33,989 80
Deficit on June 30, 1892.....		\$34,141 77

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$947,834 44		
Less Repayments:			
Tickets redeemed.....		\$1,785 33	
Excess Fares refunded..		1,654 72	
Total Deductions.....		\$3,440 55	
Total Passenger Revenue..			\$944,343 89
Mail.....	\$69,722 51		
Express.....	39,500 06		
Extra Baggage and Storage ..	12,031 71		
			121,254 28
Total Passenger Earnings			\$1,065,648 17
Freight:			
Freight Revenue.....	\$2,071,267 07		
Less Repayments:			
Overcharge to Shippers ..		\$43,278 91	
Total Deductions.....			\$43,278 91
Total Freight Revenue....			\$2,027,988 16
Total Freight Earnings ..			\$2,027,988 16
Total Passenger and Freight Earnings.....			\$3,093,636 33
Total Gross Earnings from Operation.....			\$3,093,636 33

STOCKS OWNED.

Name.	Total Par Value.	Valuation.
Montpelier and White River Co.	\$ 500,000 00	\$ 68,900 00
Grand Isle Steamboat Co.	10,000 00	10,000 00
Ogdensburg Transit Co.	405,000 00	167,873 00
Ogdensburg and Lake Champlain Co.	1,600,000 00	425,000 00
Preferred Stock C. V. R. R. Co.	2,160 00	2,160 00
Total	\$2,517,600 00	\$673,933 50

BONDS OWNED.

Name.	Total Par Value.	Rate.	Income or Dividend Received.
Stanstead, Shefford and Chambly.	\$475,336 67		None.
Consolidated Railroad of Vermont, Bonds on hand	161,600 00	5%	"
Ogdensburg Transit Company	170,000 00	6%	\$10,200 00
Saratoga and St. Lawrence	35,000 00	5%	1,750 00
Canada Atlantic	18,000 00	5%	900 00
Williamstown	30,000 00	4½%	1,350 00
Total	\$889,936 67		\$14,200 00

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic. 39%	Chargeable to Freight Traffic. 39%	Total.
Maintenance of Way and Structures :			
Repairs of Roadway	\$90,432 31	\$141,445 41	\$231,877 72
Repairs of Bridges and Culverts	19,640 74	30,720 12	50,360 86
Repairs of Fences, Road-crossings, Signs and Cattle Guards	3,006 20	4,702 01	7,708 21
Repairs of Buildings	12,039 22	18,830 57	30,869 79
Other Expenses	234 00	366 00	600 00
Total	\$125,352 47	\$196,064 11	\$321,416 58

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic. 39%	Chargeable to Freight Traffic. 39%	Total.
Maintenance of Equipment :			
Repairs and renewals of Locomotives.....	\$41,511 25	\$ 64,927 86	\$106,439 11
Repairs and renewals of Passenger Cars.....	52,384 47		52,384 47
Repairs and renewals of Freight Cars.....		122,114 66	122,114 66
Shop Machinery, Tools, Etc ..	8,831 06	13,812 68	22,643 74
Total.....	\$102,726 78	\$200,855 20	\$303,581 98
Conducting Transportation :			
Wages of Enginemen, Firemen and Round-housemen.....	\$ 83,728 28	\$130,959 61	\$214,687 89
Fuel for Locomotives.....	187,837 12	293,796 52	481,633 64
Water-supply for Locomotives	4,226 94	6,611 36	10,838 30
All other supplies for Locomotives.....	5,023 36	7,857 04	12,880 40
Wages of other Trainmen.....	75,785 03	118,535 56	194,320 59
All other train Supplies.....	8,017 39	12,540 02	20,557 41
Wages of Switchmen, Flagmen and Watchmen.....	11,281 34	17,645 18	28,926 52
Expense of Telegraph, including Train Dispatchers and Operators.....	11,073 88	17,320 69	28,394 57
Wages of Station Agents, Clerks and Laborers.....	49,152 37	76,879 35	126,031 72
Station Supplies.....	9,932 52	15,535 48	25,468 00
Car Mileage—Balance.....		155,735 46	155,735 46
Loss and Damage.....		6,984 91	6,984 91
Injuries to Persons.....	4,582 64	7,167 71	11,750 35
Other Expenses.....	1,335 15	2,088 31	3,423 46
Total.....	\$451,976 02	\$869,657 20	\$1,321,633 22
General Expenses :			
Salaries of Officers.....	\$51,554 89	\$80,637 13	\$132,192 02
General Office Expenses and Supplies.....	532 49	832 86	1,365 35
Agencies, including Salaries and Rents.....	17,203 66	26,908 28	44,111 54
Advertising.....	766 18	1,198 39	1,964 57
Insurance.....	4,668 18	7,301 51	11,969 69

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic. 39%	Chargeable to Freight Traffic. 39%	Total.
General Expenses:			
Legal Expenses.....	\$ 6,319 49	\$ 9,884 34	\$16,203 83
Stationery and Printing.....	13,380 49	20,928 47	34,308 96
Other General Expenses.....	161 48	252 56	414 04
Total.....	\$94,586 86	\$147,943 54	\$242,530 40
Recapitulation of Expenses :			
Maintenance of Way and Structures.....	\$125,352 47	\$196,064 11	\$ 321,416 58
Maintenance of Equipment....	102,726 78	200,855 20	303,581 98
Conducting Transportation....	451,976 02	869,657 20	1,321,633 22
General Expenses.....	94,586 86	147,943 54	242,530 40
Grand Total.....	\$774,642 13	\$1,414,520 05	\$2,189,162 18

RENTALS PAID.

Name of Road.	Cash.	Total.
Rutland and Addison County.....	\$350,294 40	\$350,294 40
Vermont and Massachusetts.....	39,000 00	39,000 00
Brattleboro and Whitehall.....	12,000 00	12,000 00
Missisquoi Valley.....	20,200 00	20,200 00
Burlington and Lamoille Valley.....	20,200 00	20,200 00
Consolidated of Vermont.....	350,000 00	350,000 00
Total.....	\$791,694 40	\$791,694 40

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		Assets.	June 30, 1892.		Year Ending June 30, 1892. Increase.
Item.	Total.		Item.	Total.	
	\$673,933 50	Stocks of other Companies Owned.....		\$673,933 50	
	884,936 67	Bonds of other Companies Owned.....		884,936 67	\$ 5,000 00
	645,325 45	Cash and Current Assets.....		1,398,048 19	753,722 74
		Other Assets:			
		Materials and Supplies.....	\$316,180 01		
\$223,385 53	736,540 89	Sundry Ledger Accounts not closed as assets.	607,477 58	823,657 59	87,116 70
513,155 36					
	33,989 80	Profit and Loss.....		34,141 77	151 97
		Grand Total.....		\$3,819,717 72	\$844,991 41
	\$2,974,726 31				

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year Ending June 30, 1892. Increase.
\$1,000,000 00	Capital Stock.....	\$1,000,000 00	
1,974,726 31	Current Liabilities.....	2,819,717 72	\$844,991 41
\$2,974,726 31	Grand Total.....	\$3,819,717 72	\$844,991 41

CONTRACTS, AGREEMENTS, Etc.

1. *Express Companies.*

United States and Canada.....	\$33,000 00
National.....	6,500 00

2. *Mails.*

The United States government pay as compensation over the roads embraced in this report.....	\$69,339 96
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3. *Wagner Cars.*

The Central Vermont Railroad Company pay 2c. per mile service. The receipts of the cars are taken by the Wagner Company.

4. *Freight Transportation Company's Cars.*

The Central Vermont Railroad Company pay at the rate of $\frac{3}{4}$ c. and 1c. per mile.

EMPLOYES AND SALARIES.

Class.	Num- ber.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers.....	29	\$ 81,248 52	\$8 95
General Office Clerks.....	162	102,699 52	2 03
Station Agents.....	288	118,406 51	1 31
Other Station Men.....	36	16,915 22	1 50
Enginemen.....	169	130,488 80	2 47
Firemen.....	182	74,910 24	1 31
Conductors.....	137	84,576 08	1 97
Other Trainmen.....	340	151,028 71	1 42
Machinists.....	216	111,157 13	1 64

EMPLOYES AND SALARIES—Continued.

Class.	Num- ber.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
Carpenters	219	\$96,658 38	\$1 41
Other Shopmen	106	57,995 02	1 75
Section Foremen	99	38,663 35	1 25
Other Trackmen	246	93,006 60	1 21
Switchmen, Flagmen and Watchmen ..	48	20,539 90	1 37
Telegraph Operators and Dispatchers ..	32	18,123 44	1 81
All other Employes and Laborers	392	93,060 76	76
Total (Including "General Officers") ..	2,701	\$1,289,478 19	
Less "General Officers"	29	81,248 53	
Total (Excluding "General Officers") ..	2,672	\$1,208,229 66	
Distribution of Above:			
General Administration	191	\$183,948 05	
Maintenance of Way and Structures ..	345	131,669 95	
Maintenance of Equipment	541	265,810 53	
Conducting Transportation	1,624	708,049 66	
Total (Including "General Officers")— Vermont	2,701	\$1,299,478 19	
Less "General Officers"	29	81,248 53	
Total (Excluding "General Officers")— Vermont	2,672	\$1,208,229 66	
Total (Including "General Officers")— Entire Land	2,701	\$1,289,478 19	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
Number of passengers car- ried earning revenue.....	1,497,232			
Number of passengers car- ried one mile.....	43,779,199			
Average distance carried....	29. ³⁴ / ₁₀₀	944,393	89	
Total passenger revenue.....				
Average amount received from each passenger.....			63	
Average receipts per passen- ger per mile.....			02	1
Estimated cost of carrying each passenger one mile..			01	7
Total passenger earnings....		1,065,648	17	
Passenger earnings per mile of road		2,429	66	
Passenger earnings per train- mile.....			88	7
Freight Traffic :				
Total freight revenue.....		2,027,988	16	
Total freight earnings		2,027,988	16	
Freight earnings per mile of road		4,623	77	
Freight earnings per train- mile.....			1	09
Passenger and Freight :				
Passenger and freight reve- nue.....		2,972,382	05	
Passenger and freight reve- nue per mile of road.....		6,776	97	
Passenger and freight earn- ings.....		3,083,636	33	
Passenger and freight earn- ings per mile of road.....		7,053	43	
Gross earnings from opera- tion.....		3,093,636	33	
Gross earnings from opera- tion per mile of road.....		7,053	43	
Expenses.....		2,189,162	18	
Expenses per mile of road..		4,991	25	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Train Mileage:				
Miles run by passenger trains	1,200,415			
Miles run by freight trains..	1,860,326			
Total Mileage Trains Earning Revenue.....	3,060,741			
Miles run by switching trains	770,771			
Miles run by construction and other trains.....	142,663			
Grand Total Train Mileage..	3,974,175			

The figures for the Freight Traffic portion of this table will be furnished as soon as our tonnage statistics are completed.

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	5	56	56	Westinghouse.		
Freight.....	4	72	32	"		
Switching.....	1	8	1			
Total Locomotives.....	10	136	89			
Cars in Passenger Service:						
First class Passenger Cars.....	14	71				
Combination Passenger Cars.....		16				
Baggage, Express and Postal Cars.....	4	36				
Other Cars in Passenger Service.....		2				
Total.....	18	125	125	Westinghouse.	125	Miller.
Cars in Freight Service:						
Box Cars.....	275	1,576				
Flat Cars.....	225	662				
Stock Cars.....		84				
Coal Cars.....	20	209				
Refrigerator Cars.....		22				
Other Cars.....		17				
Total.....	520	2 570	153	Westinghouse.	1,936	Stafford.

DESCRIPTION OF EQUIPMENT--Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Company's Service :						
Gravel Cars.....		18				
Derrick Cars.....		8				
Caboose Cars.....		70				
Other road Cars.....		29				
Total.....		125				
Cars contributed to Fast Freight Line Service.....		34				
Total Cars Owned.....		2,854				
Cars Leased:						
C. V. and C. M. and St. P.....		975				
Ogdensburg Car Company.....		500				
C. V. and R. W. and Ogdensburg.....		500				
		1,975				
Grand Total Cars.....		4,829				

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of single track.....	438.6	438.6	56.7	381.9
Miles of yard track and sidings.....	110.7	110.7	90.7	20
Total Mileage Operated (all tracks)	549.3	549.3	147.4	401.9

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated Under Lease.	Total Mileage, Excluding Trackage Rights.	RAILS.	
			Iron.	Steel.
Vermont.....	537.55	537.55	145.65	390.9
Massachusetts.....	11.75	11.75	.75	11
Total Mileage Operated (single track).....	549.3	549.3	147.4	401.9

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Average Price at Distributing Point.	Kind.	Num- ber.	Average Price at Distribut'g Point.
Steel.....	1,059½	\$32.00*	Tamarack	62,151	32c.
			Hemlock	80,858	27c.
Total Steel...	1,059½	\$32.00	Total.....	143,009	

*Including Freight.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— TONS.	WOOD— CORDS.	Total Fuel Consumed —Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
	Bituminous.	Hard.			
Passenger.....	42,014	4,033	44,702	1,200,415	74 lbs.
Freight.....	65,107	6,250	69,273	1,860,326	
Switching.....	26,850	2,577	28,570	770,771	
Construction....	5,147	495	5,476	142,663	
Total.....	139,118	13,355	148,021	3,974,175	

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.				
	TRAINMEN.		OTHER EMPLOYEES.	TOTAL.	
	Killed.	Injured.		Killed.	In
Coupling and Uncoupling.	1	27		1	37
Falling from Trains and En- gines.....	1	18		1	19
Overhead Obstructions....	3	2		3	2
Collisions.....		2			2
At Stations.....	1	13	4	1	18
Total.....	6	62	4	6	78

Kind of Accident.	OTHERS.					
	PASSENGERS.		TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....		1				1
Derailments.....				1		1
Other train Accidents....	1	4			1	4
At highway crossings....				6		6
At Stations.....	1	3	4	3	5	6
Total.....	2	8	4	10	6	18

Switchmen, Flagmen and Watchmen Injured—Coupling and uncoupling, 10; falling from trains and engines, 1; at stations, 1.

CHARACTERISTICS OF ROAD—Continued.

Bridges:

Number Stone.....	16
Number Iron.....	13
Number Wooden.....	308
Number Combination.....	1
Total	338

Tunnels:

Number	1
Minimum length.....	340 feet.
Maximum length.....	432 "

Gauge of Track—4 feet, 8½ inches on 402½ miles; 3 feet on 36 miles.

Telegraph—Owned and operated by this company, 393 miles of line; 167 and 444 miles of wire.

Owned by Western Union Telegraph Company and operated by Central Vermont Railroad Company, 393 miles of line, 444 miles of wire.

STATE OF VERMONT, }
County of Franklin. } ss:

We, the undersigned, E. C. Smith, President, and M. M. Reynolds, General Auditor, of the Central Vermont Railroad Company, on our oath do say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

E. C. SMITH, *President*.

M. M. REYNOLDS, *General Auditor*.

Subscribed and sworn to before me,
this 16th day of September, 1892.

C. L. PIERCE, *Notary Public*.

ANNUAL REPORT
OF THE
CLARENDON AND PITTSFORD RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report Clarendon and Pittsford Railroad Company.

Date of organization : Sept. 10, 1885.

Organized under General Laws of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
F. D. Proctor	Proctor, Vt.....	Sept. 12, 1892.
F. C. Partridge	" "	
Redfield Proctor.....	" "	
Geo. Briggs.....	Brandon, "	
S. A. Howard.....	Rutland, "	
W. R. Page.....	" "	
E. R. Morse.....	Proctor, "	

Total number stockholders at date of last election : seven.

Date of last meeting of stockholders for election of directors : Annual, Sept. 14, 1891 ; Special, January 25, 1892.

Post-office address of general office : Proctor, Vt.

Post-office address of operating office : Proctor, Vt.

OFFICERS.

President—F. D. Proctor, Proctor, Vt.
 Vice-President—F. C. Partridge, Proctor, Vt.
 Secretary and Treasurer—E. R. Morse, Proctor, Vt.
 General Superintendent—Geo. C. Robinson, West Rutland, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Clarendon & Pittsford	Proctor, Vt..	W. Rutl'd, Vt.	10.00
Pittsford & Rutland, } operated under lease }	Center Rutland Vermont.	Rutland, Vt..	1.78
Total.....			11.78

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Out- standing.
Capital Stock : Common ..	600	\$100 00	\$120,000 00	\$60,000 00
Total....	600	\$100 00	\$120,000 00	\$60,000 00

Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash : Common.....	600	\$6,000 00
Total.....	600	\$6,000 00

10 per cent. paid in. No Dividends declared during year.
 No Funded Debt.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Cash.....	\$ 4,309 19	Loans and Bills Payable.....	\$147,071 39
Balance—Current Liabilities.....	142,762 20		
Total.....	\$147,071 39	Total.....	\$147,071 39

RECAPITULATION.

FOR MILEAGE OWNED AND OPERATED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Miles.	Amount per Mile of Road.
Capital Stock, 10% paid in.....	\$60,000 00	\$60,000 00	11.78	\$5,093 38
Total.....	\$60,000 00	\$60,000 00	11.78	\$5,093 38

Name of Road.	Capital Stock.	Current Liabilities.	Total.	Miles.	Amount per Mile of Road.
Clarendon and Pittsford.....	\$60,000	\$147,071 39	\$207,071 39	11.78	\$17,572 43
Total.....	\$60,000	\$147,071 39	\$207,071 39	11.78	72 43

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
Construction :			
Right of Way.....	\$ 5,946 08	\$ 5,946 08	\$ 504 76
Other Real Estate			
Fences.....			
Grading and Bridge and Culvert Masonry.....			
Bridges and Trestles.....			
Rails.....			
Ties.....			
Other Superstructure.....			
Buildings, Furniture and Fixtures.....			
Shop Machinery and Tools.....			
Engineering Expenses.....	109,907 40	150,860 35	12,806 48
Interest during Construction			
Discount on Securities Sold for Construction			
Telegraph Line.....			
Wharfing, etc.....			
Sidings and Yard Extensions			
Terminal Facilities and Ele- vators.....			
Road built by contract			
Purchase of constructed road.....			
Other items.....			
Total Construction.....	\$115,853 48	\$156,806 43	\$13,311 24
Equipment :			
Locomotives	16,085 00	16,085 00	
Combination Cars	7,019 43	8,000 00	
Total Equipment.....	\$23,104 43	\$24,085 00	
Total Cost Construction, Equip- ment, Etc., State of Vermont..	\$138,957 91	\$180,891 43	

Total Cost of Construction, less Right of Way, impossible to sub-
divide.

INCOME ACCOUNT.

Gross Earnings from Operation	\$46,415 88	
Less Operating Expenses	40,554 16	
Income from Operation		\$5,861 72
Deductions from Income :		
Interest on Interest-bearing Current Liabilities		
Accrued, not otherwise provided for	\$8,824 28	
Taxes	1,100 39	
Total Deductions from Income		\$9,924 67
Deficit		\$4,062 95
Deficit from Operations of year ending June 30, 1892		\$4,062 95

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments Etc.	Actual Earnings.
Freight:			
Freight Revenue	\$42,815 88		
Overcharge to Shippers		\$27 00	
Total Freight Revenue			\$42,788 88
Total Freight Earnings			\$42,788 88
Other Earnings from Operation :			
Switching charges	3,600 00		\$3,600 00
Total Gross Earnings from Oper- ation—Vermont			\$46,388 88

OPERATING EXPENSES.

Item.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures :		
Repairs of Roadway.....	\$1,000 00	
Renewals of Rails.....	5,000 00	
Renewals of Ties.....	500 00	
Repairs of Buildings.....	10 00	
Total.....		\$6,510 00
Maintenance of Equipment :		
Repairs and renewals of Locomotives.....	25 00	
Repairs and renewals of Freight Cars.....	5,461 16	
Shop Machinery, Tools, etc.....	2,000 00	
Total.....		\$7,486 16
Conducting Transportation :		
Wages of Enginemen, Firemen, and Round- housemen.....	2,980 00	
Fuel for Locomotives.....	7,000 00	
All other supplies for Locomotives.....	50 00	
Wages of other Trainmen.....	2,472 00	
All other Train Supplies.....	100 00	
Wages of Station Agents, Clerks and La- borers.....	4,624 00	
Switching Charges--Balance.....	2,500 00	
Injuries to persons.....	1,000 00	
Total.....		\$20,726 00
General Expenses :		
Salaries of Officers.....	200 00	
Salaries of Clerks.....	400 00	
General Office Expenses and Supplies.....	800 00	
Stationery and Printing.....	200 00	
Other General Expenses.....	4,232 00	
Total.....		\$5,832 00
Recapitulation of Expenses :		
Grand Total.....		\$40,554 16
Operating Expenses--State of Vermont :		
Maintenance of Way and Structures.....	6,510 00	
Maintenance of Equipment.....	7,486 16	
Conducting Transportation.....	20,726 00	
General Expenses.....	5,832 00	
Total.....		\$40,554 16

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Item.	Assets.	June 30, 1892. Item.	Year End- ing June 30, 1892. Increase.
\$115,853 48	Cost of Road.....	\$156,806 43	\$40,952 95
23,104 43	Cost of Equipment.....	24,085 00	980 57
3,296 45	Cash and Current Assets.....	4,309 19	1,012 74
\$142,254 36	Grand Total.....	\$185,200 62	\$42,946 26

June 30, 1891. Item.	Liabilities.	June 30, 1892. Item.	Yr. Ending Jun.30,1892. Increase.
\$ 6,000 00	Capital Stock.....	\$ 6,000 00	
135,509 52	Current Liabilities.....	147,071 39	\$11,561 87
744 84	Profit and Loss.....	32,129 23	31,384 39
\$142,254 36	Grand Total.....	\$185,200 62	\$42,946 26

Important changes during the year:

Track extended .53 miles at north end.

EMPLOYES AND SALARIES.

Class.	Number	Total Number of Days Worked	Total Yearly Compensa- tion.	Average Daily Compen- sation.
General Officers.....	1	313	\$ 200 00	\$ 64
General Office Clerks.....	1	313	400 00	1 28
Station Agents.....	3			
Other Station Men.....	3	939	828 00	88
Enginemen.....	3	939	1,980 00	2 11
Firemen.....	3	939	1,000 00	1 06
Conductors.....	1	313	492 00	1 57
Other Trainmen.....	5	1,565	1,980 00	1 26

EMPLOYES AND SALARIES—Continued.

Class.	Number	Total Number of Days Worked	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
Carpenters.....	1	313	\$400 00	\$1 28
Section Foremen.....	1	313	500 00	1 60
Other Trackmen.....	8	2,504	2,496 00	99
Total.....	30	8,451	\$10,276 00	1 22
Less "General Officers"	1	313	200 00	64
Total.....	29	8,138	\$10,076 00	1 24
Distribution of Above :				
General Administration.....	2	626	600 00	96
Maintenance of Way and Structures.....	10	3,130	3,396 00	1 08
Conducting Transportation.....	18	4,695	6,280 00	1 34
Total.....	30	8,451	\$10,276 00	1 22
Less "General Officers"	1	313	200 00	64
Total.....	29	8,138	\$10,076 00	\$1 24

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Freight Traffic :				
Number of tons carried of freight earning revenue....	97,332			
Number of tons carried one mile.....	437,994			
Average distance haul of one ton.....	4.50			
Total Freight Revenue.....		42,815	88	
Average amount received for each ton of freight.....			44	
Average receipts per ton per mile.....				9.78
Total Freight Earnings.....		42,815	88	
Freight earnings per mile of road.....		3,634	62	

Impossible to say what Train Mileage is.

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Origin- ating on this Road. Whole Tons.	Freight Received from Con'ect'ng Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....	6,500			06.76
Flour.....	400			00.41
Products of Mines :				
Anthracite Coal.....	9,500			09.75
Bituminous Coal.....	1,452			01.47
Stone, Sand and other like ar- ticles.....	7,952			08.15
Marble.....	69,523			71.42
Products of Forests :				
Lumber.....	70			00.07
Other Woods.....	75			00.07
Manufactures :				
Petroleum and other Oils	12			00.01
Cement, Brick and Lime	40			00.04
Merchandise.....	800			00.82
Miscellaneous : Other commodi- ties not mentioned above.....	1,008			01.03
Total Tonnage—Vermont ..	97,332			100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.	
			No.	Kind.
Locomotives :				
Freight.....		3	3	Regular.
Total.....		3	3	
Cars in Passenger Service :				
Combination Passenger Cars.....		1	1	Ordinary.
Total.....		1	1	
Cars in Freight Service :				
Flat Cars.....		113	113	Ordinary.
Other Cars.....		1	1	
Total.....		114	114	
Grand Total Cars.....		115	115	

MILLEAGE.

Miles of single track, main line, 10.00 miles; branches and spurs, 2.53. Operated under lease, 1.78 miles; side tracks, .52 miles. Total mileage operated, 14.83 miles.

Consumption of Fuel by Locomotives: Estimated at 6,000.00 pounds Bituminous Coal.

Accidents to Employes: One trainman and one switchman killed.

CHARACTERISTICS OF ROAD.

Bridges:

Number Iron.....	5
Aggregate length.....	328 feet, 2 inches.
Minimum length.....	24 feet.
Maximum length.....	167 feet, 9 inches.

Overhead Railway Crossings:

Number Bridges.....	1
Height of lowest above surface of rail.....	14 feet, 2 inches.

Gauge of Track: 4 feet, 8½ inches; 10 miles.

STATE OF VERMONT, }
County of Rutland. } ss:

We, the undersigned, Fletcher D. Proctor, President, and E. R. Morse, Treasurer, of the Clarendon and Pittsford Railroad Company, on our oath do say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

FLETCHER D. PROCTOR, *President.*

E. R. MORSE, *Treasurer.*

Subscribed and sworn to before
me this 29th day of July,
1892.

E. F. HOLBROOK,
Notary Public.

ANNUAL REPORT
OF THE
RENSSELAER & SARATOGA RAILROAD,
LEASED BY THE
DELAWARE & HUDSON CANAL COMPANY,
FOR THE YEAR ENDING JUNE 30th, 1892.

HISTORY.

Name of common carrier making this report : Rensselaer and Saratoga Railroad by the Delaware and Hudson Canal Company, Lessee.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Le G. B. Cannon.....	New York City.....	Second Tuesday in May, 1893.
James Roosevelt.....	Hyde Park, N. Y.....	
Robert M. Olyphant..	New York City.....	
Benjamin H. Bristow..	" " ".....	
R. Suydam Grant.....	" " ".....	
Wm. H. Tillinghast.....	" " ".....	
Alfred Van Santvoord..	" " ".....	
James A. Roosevelt.....	" " ".....	
Alexander E. Orr.....	" " ".....	
Oliver P. C. Billings..	" " ".....	
Samuel Spencer.....	" " ".....	
Cornelius Vanderbilt..	" " ".....	
Chauncey M. Depew..	" " ".....	

Total number of stockholders at date of last election : 2530.
Date of last meeting of stockholders for election of directors : May 10, 1892.
Post-office address of general office : New York City.
Post-office address of operating office : Albany, N. Y.

OFFICERS.

President—R. M. Olyphant, New York City.
 First Vice-President—Le Grand B. Cannon, New York City.
 Second Vice-President—Horace G. Young, Albany, N. Y.
 Secretary—F. M. Olyphant, New York City.
 Treasurer—Chas. A. Walker, New York City.
 Attorney or General Counsel—Edwin Young, Albany, N. Y.
 Comptroller—Chas. A. Walker, New York City.
 Auditor—S. T. S. Henry, New York City.
 Chief Engineer—A. J. Swift, Albany, N. Y.
 Superintendent—C. D. Hammond, Albany, N. Y.
 Division Superintendent—H. C. North, Albany, N. Y.
 Superintendent of Machinery—R. C. Blackall, Albany, N. Y.
 Superintendent of Telegraph—J. W. Burdick, Albany, N. Y.
 General Freight Agent—James Calhoun, Albany, N. Y.
 Assistant General Freight Agent—Paul Wadsworth, Albany, N. Y.
 General Passenger Agent—J. W. Burdick, Albany, N. Y.
 General Ticket Agent—J. W. Burdick, Albany, N. Y.
 General Baggage Agent—C. S. Pease, Albany, N. Y.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of line for Each Class of Roads Named.
	From	To		
Rensselaer and Saratoga.....	Troy.....	Ballston.....	25.48	
West Troy and Green Island....	West Troy ..	Green Island....	1.08	
Albany & Vermont Saratoga & Sche- nectady.....	Albany.....	Waterford Junc.	12.18	
Glens Falls R. R.	Schenectady	Saratoga.....	21.65	
Saratoga & White- hall.....	Fort Edward	Caldwell.....	15.12	
Rutland & White- hall.....	Saratoga	State Line.....	47.02	
Rutland & Wash- ington.....	Rutland.....	Castleton.....	6.83	
	Eagle Bridge	Rutland.....	62.44	191.80

Total property operated : 191.80 miles.

This road leases and operates the Troy Toll bridge over the Hudson River at Troy, New York. Business, tolls.

CURRENT ASSETS AND LIABILITIES.

Materials and supplies on hand, \$557,184.14.

RECAPITULATION.

MILEAGE OPERATED BY ROAD MAING THIS REPORT (TRUCKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Amount per Mile of Road. Miles.
Rensselaer and Saratoga.....	25.48
West Troy and Green Island.....	1.08
Saratoga and Schenectady.....	21.65
Glenn's Falls Railroad.....	15.12
Saratoga and Whitehall.....	47.02
Rutland and Whitehall.....	6.83
Rutland and Washington.....	62.44
Albany and Vermont.....	12.18

Miles of Road, 191.80.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during Year Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.
Construction:			
Right of Way.....	\$ 1,198 40		\$ 1,193 40
Other Real Estate.....	4,688 25		4,688 25
Grading and Bridge and Culvert Masonry.....	27,222 38		27,222 38
Bridges and Trestles.....	44,408 06		44,408 06
Rails.....	6,779 40		6,779 40
Ties.....	3,184 95		3,184 95
Other Superstructure.....	12,938 93		12,938 93
Buildings, Furniture and Fixtures, Cr.	300 00		300 00
Total Construction.....	100,120.37		100,120.37

COST OF ROAD, EQUIPMENT, ETC.—Continued.

Item.	Expenditures during Year. Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.
Equipment :			
Locomotives	\$91,614 96	\$ 620,517 72	\$ 712,132 68
Passenger Cars.....	85,465 08	387,714 23	423,179 31
Baggage, Express and Postal Cars.....	18,114 17	26,703 44	44,817 61
Freight Cars.....	3,348 35	1,199,109 30	1,202,457 65
Total Equipment.....	\$148,542 56	\$2,234,044 69	\$2,382,587 25
Grand Total Cost Construction, Equipment, Etc.....	\$248,662 93	\$2,234,044 69	\$2,482,707 62

Cost per Mile, \$12,944.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$2,563,732 15	
Less Operating Expenses.....	1,646,732 95	
Income from Operation.....		\$ 916,999 20
Micellaneous Income—less Expenses.....	9,545 00	
Income from Other Sources.....		\$ 9,545 00
Total Income.....		\$ 926,544.20
Deductions from Income:		
Rents	\$1,008,597 99	
Taxes.....	103,156 99	
Total Deductions from Income.....		\$1,113,754 98
Deficit.....		\$ 187,210 78
Deficit from Operations of Year Ending June 30, 1892.....		\$ 187,210 78
Deficit on June 30, 1891.....		376,710 61
Deficit on June 30, 1892.....		\$563,921 39

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger :			
Passenger Revenue less Repayments.....	\$ 892,996 89		
Tickets redeemed.....		\$ 7,823 00	
Excess Fares refunded.....		924 85	
Other Repayments.....		547 09	
Total Deductions.....		\$ 9,294 94	
Total Passenger Revenue.....			\$ 883,701 95
Mail.....			25,686 53
Express.....			56,700 49
Extra Baggage and Storage.....			3,274 89
Other items, Newspaper and Baggage Express.....			6,434 65
Total Passenger Earnings.....			\$ 974,798 51
Freight.....	1,554,619 67		
Overcharge to shippers.....		25,848 11	
Total Deductions.....		\$25,848 11	
Total Freight Revenue.....			1,528,771 56
Total Freight Earnings.....			1,528,771 56
Total Passenger and Freight Earnings.....			2,503,570 07
Other Earnings from Operation :			
Telegraph Companies.....			4,850 86
Rents from Tracks, Yards and Terminals.....			6,192 00
Rents not otherwise provided for.....			5,135 77
Other Sources.....			43,983 45
Total other Earnings.....			60,162 08
Total Gross Earnings from Operation—Entire Line.....			\$2,563,732 15

RENTALS RECEIVED.

Received from the West Shore Railroad Company, \$6,192.00, for rentals of depots and tracks in the city of Albany.

MISCELLANEOUS INCOME.

Champlain Transportation Company, dividends on stock, gross income, \$9,545.00. Net miscellaneous income, \$9,545.00.

OPERATING EXPENSES.

Item.	Charge- able to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$ 50,897 35	\$ 75,287 98	\$126,185 33
Renewals of Rails.....	23,356 81	32,103 09	54,459 90
Renewals of Ties.....	32,966 39	44,810 90	77,777 29
Repairs of Bridges and Culverts ..	4,841 15	6,662 61	11,503 76
Repairs of Fences, Road-crossings, Signs and Cattle Guards.....	5,411 78	7,376 92	12,788 70
Repairs of Buildings.....	12,991 83	9,183 61	22,175 44
Repairs of Telegraph.....	730 50	2,211 54	2,942 04
Other Expenses.....	18,448 81	18,738 73	32,187 54
Total.....	\$144,644 62	\$ 196,375 38	\$341,020 00
Maintenance of Equipment:			
Repairs and renewals of Locomo- tives.....	28,292 43	41,268 88	69,561 31
Repairs and renewals of Passen- ger Cars.....	44,291 11		44,291 11
Repairs and renewals of Freight Cars.....		68,874 58	68,874 58
Shop Machinery, Tools, etc.....	3,134 95	4,389 68	7,524 63
Other Expenses.....	12,355 58	17,659 49	30,015 07
Total.....	\$ 88,074 07	\$132,192 63	\$220,266 70
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....	56,177 17	81,514 13	137,691 30
Fuel for Locomotives.....	116,619 99	166,572 37	283,192 36
Water-supply for Locomotives.....	3,498 07	4,859 56	8,357 63
Wages of other Trainmen.....	48,023 77	95,750 07	143,773 84
All other train supplies.....	18,394 50	22,984 48	41,378 98
Wages of Switchmen, Flagmen and Watchmen.....	32,355 31	28,199 80	60,555 11
Expense of Telegraph, including Train Dispatchers and Operators	6,352 72	18,909 32	25,262 04
Wages of Station Agents, Clerks and Laborers.....	38,790 34	134,918 52	173,708 86
Station Supplies.....	9,114 43	4,972 02	14,086 45

OPERATING EXPENSES—Continued.

Item.	Charge- able to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Car Mileage—Balance.....	\$ 15,532 39	Cr\$21,767 90	\$ 6,235 51
Loss and Damage.....	694 15	3,995 82	4,689 97
Injuries to Persons.....	16,214 25	9,109 39	25,323 64
Other Expenses.....	5,143 07	8,889 26	13,532 33
Total.....	\$366,910 16	\$ 558,406 84	\$925,317 00
General Expenses:			
Salaries of Officers.....	4,729 04	10,978 36	15,707 40
Salaries of Clerks.....	7,567 55	17,216 98	24,784 53
General Office Expenses and Sup- plies.....	2,872 75	6,261 81	9,134 56
Agencies, including Salaries and Rent.....	3,890 06	50 73	3,440 79
Advertising.....	4,958 28	14 35	4,972 63
Insurance.....	5,297 93	8,277 07	13,575 00
Rents for Tracks, Yards and Term- inals.....	2,330 15	2,953 19	5,283 34
Rents not otherwise provided for..	32,295 94	35,499 11	68,795 05
Legal Expenses.....	1,338 93	1,497 78	2,826 71
Stationery and Printing.....	4,699 06	6,707 97	11,407 03
Other General Expenses.....	93 61	108 60	202 21
Total.....	\$ 70,563 30	\$ 89,565 95	\$160,129 25
Recapitulation of Expenses:			
Maintenance of Way and Struc- tures.....	144,644 62	196,375 38	341,020 00
Maintenance of Equipment.....	88,074 07	132,192 63	220,266 70
Conducting Transportation.....	366,910 16	558,406 84	925,317 00
General Expenses.....	70,563 30	89,565 95	160,129 25
Grand Total.....	\$870,192 15	\$976,540 80	*

* Grand Total, Operating Expenses, \$1,646,732 95.

Percentage of Expenses to Earnings—Entire Line, 64.23.

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Rensselaer and Saratoga	\$797,855 99	\$140,000 00	\$ 1,000	\$938,855 99
Albany and Vermont...			20,000	20,000 00
N. Y. C. and H. R. R. R.			2,500	2,500 00
Saratoga and Schenectady.....			31,750	31,750 00
Rutland and Whitehall..			15,492	15,492 00

Total Rents, \$1,008,597.99.

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

Situation of Property Leased.	Name of Company owning Property Leased.	Item.
Yards:		
Town of Rutland, Vt..	Central Vermont R. R...	\$3,896 68
Town of Rutland, Vt..	Bennington and Rutland Railroad.....	635 66
City of Albany.....	N. Y. C. and H. R. R. R.	750 00

Total Rents, \$5,283.34.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	Year Ending June 30, 1892.	
			Increase.	Decrease.
	Cost of Road.....	\$ 100,120 37	\$100,120 37	
\$2,234,044 69	Cost of Equipment....	2,382,587 25	148,542 56	
564,994 21	Materials and Supplies..	557,134 14		\$7,860 07
376,710 61	Profit and Loss.....	563,921 39	187,210 78	
\$3,175,749 51	Grand Total.....	\$3,603,763 15	\$435,873 71	\$7,860 07

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year Ending June 30, 1892.	
			Increase.	De- crease.
\$3,175,749 51	Delaware and Hudson Canal Company.....	\$3,603,763 15	\$428,013 64	
\$3,175,749 51	Grand Total.....	\$3,603,763 15	\$428,013 64	

IMPORTANT CHANGES DURING YEAR.

There have been no important changes during the year.

CONTRACTS, AGREEMENTS, ETC.

National Express Company which pays for local freights $1\frac{1}{2}$ first class tariff rates; between New York and Rutland, Vt., and Rouse's Point, N. Y., $\frac{2}{3}$ first class; between other competing points, 1st class; also, 10% of its profits.

Mails are transported for the compensation fixed by the government.

Wagner Palace Car Company, which is paid 3 cents per mile run for sleeping cars and 1 cent per mile run for drawing room cars.

Pullman Palace Car Company which is paid 3 cents per mile run,

The Western Union Telegraph Company receives 50% of the receipts from revenue business of the lines on this road, which are owned and operated by the railroad company, with the exception of one wire from Eagle Bridge to Castleton, (47.56 miles,) which is owned by the Western Union Telegraph Company, and operated by the railroad company, the Western Union Telegraph Company's proportion of receipts being the same as on the rest of the line.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number Days W'k'd.	Total Yearly Com- pensation.	Av'rage Daily Com- pen- sa- tion.
General Officers.....	4	1,252	\$15,707 40	\$12 55
General Office Clerks.....	44	13,772	24,784 53	1 80
Station Agents.....	100	31,800	67,505 67	2 16

EMPLOYES AND SALARIES—Continued.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
Other Station Men.....	220	68,860	\$ 96,623 20	\$1 40
Enginemmen.....	65	20,345	78,699 77	3 86
Firemen.....	68	21,284	46,640 75	2 19
Conductors.....	42	13,146	39,725 68	3 02
Other Trainmen.....	88	58,844	104,048 16	1 77
Machinists.....	64	20,032	39,899 81	1 99
Carpenters.....	80	25,040	47,288 67	1 89
Other Shopmen.....	205	64,165	100,636 94	1 57
Section Foremen.....	66	20,658	36,189 00	1 75
Other Trackmen.....	343	107,359	122,245 20	1 14
Switchmen, Flagmen and Watchmen	124	38,812	60,555 11	1 56
Telegraph Operators and Dispatchers	33	10,329	25,641 21	2 48
All other Employes and Laborers....	328	102,664	144,484 90	1 41
Total (Including "General Officers.").....	1,974	617,862	\$1,050,676 00	1 70
Less "General Officers".....	4	1,252	15,707 40	
Total (Excluding "General Officers").....	1,970	616,610	\$1,034,968 60	\$ 1 68
Distribution of Above:				
General Administration.....	48	15,024	40,491 93	2 69
Maintenance of Way and Structures	555	173,715	233,129 36	1 34
Maintenance of Equipment.....	525	164,325	255,508 79	1 56
Conducting Transportation.....	846	264,798	521,545 92	1 97
Total (Including "General Officers").....	1,974	617,862	\$1,050,676 00	\$ 1 70
Less "General Officers".....	4	1,252	15,707 40	
Total (Excluding "General Officers").....	1,970	616,610	\$1,034,908 60	\$1 68

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	2,249,419			
Number of passengers carried one mile.....	37,310,745			
Average distance carried.....	16.59			
Total passenger revenue.....		883,701	95	
Average amount received from each passenger.....			39	2.86
Average receipts per passenger per mile.....			02	3.68
Estimated cost of carrying each passenger one mile.....			01	7.96
Total passenger earnings.....		974,798	51	
Pass'nger earnings per mile road.....		5,082	37	
Passenger earnings per train-mile.....		1	18	9.01
Freight Traffic :				
Number of tons carried of freight earning revenue.....	2,342,078			
Number of tons carried one mile.....	109,629,152			
Average distance haul of one ton.....	46.81			
Total freight revenue.....		1,528,771	56	
Average amount received for each ton of freight.....			65	2.74
Average receipts per ton per mile.....			01	3.94
Estimated cost of carrying one ton one mile.....			00	8.91
Total freight earnings.....		1,528,771	56	
Freight earnings per mile road.....		7,970	65	
Freight earnings per train mile.....		2	70	6.74
Passenger and Freight :				
Passenger and freight revenue.....		2,412,473	51	
Passenger and freight revenue per mile of road.....		12,578	07	
Passenger and freight earnings.....		2,503,570	07	
Passenger and freight earnings per mile of road.....		13,053	02	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
Gross earnings from operation.		2,563,732	15	
Gross earnings from operation per mile of road.....		13,366	70	
Expenses		1,646,732	95	
Expenses per mile of road.....		8,585	68	
Train Mileage:				
Miles run by passenger trains..	806,174			
Miles run by freight trains	523,803			
Miles run by mixed trains	54,664			
Total Mileage Trains Earning Revenue.....	1,384,641			
Miles run by switching trains..	542,732			
Miles run by construction and other trains.....	15,805			
Grand Total Train Mileage....	1,943,178			
Mileage of loaded freight cars— North.....	6,014,264			
Mileage of loaded freight cars— South.....	4,920,762			
Mileage of empty freight cars— North.....	1,417,279			
Mileage of empty freight cars— South.....	1,159,591			
Average number of freight cars in train.....	24			
Average number of loaded cars in train.....	19			
Average number of empty cars in train.....	5			
Average number tons of freight in train.....	194.10			
Average number tons of freight in each loaded car.....	10.02			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road. Whole Tons.	Freight Received from Con- necting Roads and other Carriers. Whole Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....	16,883	32,708	49,591	02.12
Flour.....	7,905	13,646	21,551	00.92
Other Mill Products.....	6,796	4,892	11,688	00.50
Hay.....	9,447	8,198	17,645	00.75
Tobacco.....	697	1,287	1,984	00.08
Cotton.....	2,812	1,474	4,286	00.18
Fruit and Vegetables.....	33,138	5,258	38,396	01.64
Products of Animals :				
Live Stock.....	2,316	2,556	4,872	00.21
Dressed Meats.....	686	3,331	4,017	00.17
Other Packing-house Products.....	18,249	2,488	20,737	00.89
Poultry, Game and Fish.....	404	231	635	00.03
Wool.....	1,079	1,163	2,242	00.10
Hides and Leather.....	2,517	3,207	5,724	00.24
Products of Mines :				
Anthracite Coal.....	1,020	570,735	571,755	24.41
Bituminous Coal.....	10,064	113,092	123,156	05.26
Coke.....	199	128,794	128,993	05.51
Ores.....	8,028	364,654	372,682	15.91
Stone, Sand and other like articles.....	203,700	41,560	245,260	10.47
Products of Forests :				
Lumber.....	37,144	106,996	144,140	06.15
Manufactures :				
Petroleum and Other Oils.....	6,643	12,455	19,098	00.82
Sugar.....	7,538	1,094	8,632	00.37
Naval Stores.....	1	63	63	00.00
Iron, Pig and Bloom.....	849	58,373	59,222	02.53
Iron and Steel Rails.....	1,569	8,881	10,450	00.45
Other Castings and Machinery.....	4,759	7,750	12,509	00.53
Bar and Sheet Metal.....	9,315	5,452	14,767	00.64
Cement, Brick, and Lime.....	46,709	5,575	52,284	02.23
Agricultural Implements.....	713	386	1,099	00.05
Wagons, Carriages, Tools, etc.....	874	605	1,479	00.06
Wines, Liquors and Beers.....	11,254	946	12,200	00.52
Household Goods and Furniture.....	2,791	2,134	4,925	00.21
Other Manufactured Articles.....	91,845	70,539	162,384	06.93
Merchandise.....	12,187	13,617	25,804	01.10
Miscellaneous : Other commodities not mentioned above.....	90,620	97,188	187,808	08.02
Total Tonnage—Entire Line.....	650,751	1,691,327	2,342,078	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....		53	53	Westinghouse		
Freight.....	9	50	25	"		
Switching.....		11				
Total.....	9	114	78			
Cars in Passenger Service:						
First-class Passenger Cars.....	7	116	116	Westinghouse	116	Gould.
Second-Class Passenger Cars.....		16	16	"	16	Miller.
Baggage, Express and Postal Cars.....	8	50	50	"	45	Gould.
Total.....	15	182	182		5	Miller.
Cars in Freight Service:					182	Gould, 150.
Box Cars.....		1,099				Standard, 50
Flat Cars.....		460			250	Trojan, 50.
Stock Cars.....		5			10	Trojan, 10.
Coal Cars.....		1,488				Stand'rd 500
Total.....		3,052			1,000	Gould 500.
					1,260	

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Company's Service :						
Derrick Cars.....		10				
Caboose Cars.....		38				
Other road Cars.....		5	3	Westinghouse.	{ 1 1	[Combination Janney & Miller. Gould.
Total.....		53	3		2	
Cars Contributed to Fast Freight Line Service:		None.				
Total Cars Owned.....	15	3,287	185		1,444	
Grand Total Cars.....	15	3,287	185		1,444	

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Operated under Lease.	Total Mileage Operated.	New Line Construct'd during Year.	RAILS.	
				Iron.	Steel.
Miles of single track.....	191.80	191.80			191.80
Miles of second track.....	78.10	78.10	27.74		78.10
Miles of yard track and sidings.....	99.68	99.68	3.61	99.68	
Total Mileage Operated (all tracks).....	369.58	369.58	31.35	99.68	269.90

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Operated under Lease.	Total Mileage, Excluding Track'ge Rights.	RAILS.	
			Iron.	Steel.
New York.....	155.15	155.15	155.15	
Vermont.....	36.65	36.65	36.65	
Total Mileage Operated, (single track).....	191.80	191.80	191.80	

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price per Ton at distributing point.
Iron: Repair.....	528.13	62 pounds.	\$ 27.41
".....	263.14	56 pounds.	27.41
Scrap.....	32.52	62 pounds.	28.00
".....	13.85	56 pounds.	28.00
Total Iron	837.64		27.17

RENEWALS OF RAILS AND TIES—Continued.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price per Ton at distributing point.
Steel: New.....	1,920.57	80 pounds.	\$ 32.00
“.....	134.84	67 pounds.	32.00
Repair.....	759.71	67 pounds.	27.18
“.....	1,258.62	62 pounds.	27.43
Scrap.....	1.38	67 pounds.	23 08
“.....	7.23	62 pounds.	23.00
Total Steel....	4,082.35		29.67

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at distributing point.
White Oak.....	144,501	50 cents.
Red Oak.....		28 cents.
Chestnut.....		45 cents.
Yellow Pine.....		53 cents.
Total.....	144,501	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.	
	Anthracite.	Bituminous.	Hard.	Soft.
Passenger.....	36,461	517	234	156
Freight.....	27,390	726	179	119
Switching.....	24,220		153	102
Construction.....	3,089	6	19	13
Total.....	91,160	1,249	585	390
Average Cost at distributing point.....	\$3.15	\$2.74	\$3.72	

CONSUMPTION OF FUEL BY LOCOMOTIVES—Continued.

Locomotives.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger.....	37,134	838,347	88.59
Freight.....	28,235	643,322	87.78
Switching.....	24,322	542,732	89.63
Construction.....	3,108	72,915	85.25
Total.....	92,799	2,097,316	88.49

ACCIDENTS TO PERSONS.

EMPLOYEES.

OTHER CAUSES.

Trainmen Killed :

- (1) W. H. Dorsey, conductor, killed at Saratoga by train No. 151, when walking too near the track.

Trainmen Injured :

- (1) Brakeman struck and injured by coal chute at Mohawk, while taking coal on engine tender.

Other Employes Killed :

- (1 and 2) Two track laborers killed by stepping on track in front of train.
- (3) Track laborer fell asleep while flagging for a track gang, south of Mechanicville, and was killed by train No. 5.
- (4) Track laborer killed by train No. 2, while walking on track with a pail of water.

Other Employes Injured :

- (1) Freight-house laborer injured while assisting to place cars to be loaded at Freight-house, Green Island.

PASSENGERS.

OTHER TRAIN ACCIDENTS.

- Injured: (1) A passenger was injured either in jumping or being thrown from platform of a Wagner car which left the track as train No. 4 was running into Saratoga.

OTHER CAUSES.

- Injured: (1) A passenger on train No. 7 stepped off to urinate when train stopped to take water at Green Island. He fell through bridge and his arm was broken.
- (2) A passenger jumped from train No. 25 as it approached Mechanicville and sustained an injury to his head.
- (3) A passenger on train No. 7 was injured by falling from platform of a coach at Green Island Junction.

ACCIDENTS TO PERSONS—Continued.

OTHERS.

OTHER CAUSES.

Trespassers Killed:

- (1) An intoxicated man appropriated a hand car and was struck and killed by an extra passenger train, north of Gansevoort.
- (2) Man killed by train No. 104 while lying upon the track, south of Smith's Basin.
- (3) Man struck and killed by support posts at Troy Road overhead bridge, while stealing a ride on an extra freight train.
- (4) Man killed by train No. 24 while walking on track, north of Ballston.
- (5) Man killed by lumber shifting in a box car into which he had made his way and there fallen asleep.
- (6) An intoxicated man either fell or laid down on track west of West Rutland and was killed by train No. 49.
- (7) Man killed at Mechanicville in attempting to catch a ride on an extra freight train.
- (8) A boy playing with others, north of Cemetery Station, attempted to run across track and was killed by a passenger train.
- (9) A girl while picking coal at Schenectady, boarded a coal car. When car was moved she jumped out and was run over and killed.
- (10) Man killed at Schenectady when catching a ride on a yard train.
- (11) Man killed by train No. 3, while walking on track south of Mechanicville.
- (12) Man killed by train No. 53, while walking over bridge at Granville.
- (13) Man killed by a light engine, while standing too close to track, south of Castleton.
- (14) Man killed at Saratoga when walking across track between two rows of cars one of which was stationary the other in motion.
- (15) Man killed by gravel train while walking across track, at Mechanicville.

Trespassers Injured :

- (1) Man injured while attempting to catch a ride on an engine at Schenectady.
- (2) A man had both legs crushed by being run over by some passenger cars under which he had crawled and fallen asleep.
- (3) Man struck and injured by train No. 14, while he was walking too close to track near Troy Road Bridge.
- (4) A man stepped between a store house and track at Cohoes and was injured by being caught between platform and a car that was being switched by an extra freight train.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAG-MEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling.....	3	20		1		1	3	21
Falling from Trains and Engines.....		3						3
Overhead Obstructions.....		1						1
Collisions.....	1	1			4	2	5	2
Other Causes.....						1		2
Total.....	4	25	None.	None.	4	4	8	29
Kind of Accident.	OTHERS.							
	PASSENGERS.		Killed.		Injured.		Injured.	
	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	1							
Other Train Accidents.....	1				3	6	3	6
At Highway Crossings.....	1							
At Stations.....	3							
Other Causes.....	3		15	4			15	4
Total.....	9		15	4	3	6	18	10

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	ASCENDING GRADES.				DESCENDING GRADES.		
						Length of Level Line. Miles.	Number.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
Albany	Lake Champlain	79.14	106	20.04	59.10	18.97	45	658	29.20	37	514	30.97
West Troy	Green Island	1.08	3	59	59	45	1	6	.21	3	16	.42
Troy	Waterford	5.59	10	1.48	4.11	2.26	8	30	1.92	6	21	1.41
Schenectady	Ballston	14.97	13	3.80	11.17	1.74	7	87	8.67	7	36	4.56
Fort Edward	Caldwell	15.12	67	7.68	7.44	2.52	10	526	7.34	8	331	5.26
Whitehall	State Line	6.63	13	2.60	4.03	94	4	238	4.91	3	17	.78
State Line	Castleton	6.83	11	1.84	4.99	1.55	8	126	3.68	3	38	1.60
Eagle Bridge	Rutland	62.44	64	13.80	48.64	11.56	28	811	28.50	14	702	22.38
Total		191.80	287	51.83	139.97	39.99	111	2,482	84.43	81	1,675	67.98

CHARACTERISTICS OF ROAD—Continued.

Bridges :

Number Iron.....	100
Aggregate length.....	12,293 feet.
Minimum length.....	12 feet.
Maximum length.....	1,478 feet.
Number Wooden.....	5
Aggregate length.....	370 feet.
Minimum length.....	18 "
Maximum length.....	456 "

Total number 105. Total aggregate length 12,663 feet.

Trestles :

Number.....	5
Aggregate length.....	1,644 feet.
Minimum length.....	49 "
Maximum length.....	328 "

Tunnels :

Number.....	1
Aggregate length.....	1,188 feet.

Overhead Highway Crossings :

Number Bridges.....	11
Height of lowest above surface of rail.....	15 feet, 2 inches,

Overhead Railway Crossings :

Number Bridges.....	2
Height of lowest above surface of rail.....	14 feet, 5 inches.

Gauge of Track.....4 feet, 8½ inches.

TELEGRAPH.

Owned and operated by this Company, 119.17 miles of line ; 337,48 miles of wire.

Owned by the Western Union Company, operated by Delaware and Hudson Canal Company, 47.56 miles of line and wire.

PRIVATE COMPANIES AND LINES ON DELAWARE AND HUDSON CANAL COMPANY.

American Live Stock Transportation Company,
 American Oil Works,
 American Refrigerator Transit Company,
 American Tank Line,
 Anglo American Provision Company,
 Armour Packing Company,
 Armour Refrigerator Line,
 Arms Palace Horse Car Company,
 Blue Line,
 Burton Stock Car Company,

Boyd Lanham Company,
Bossart & Wilson Company,
California Fruit Transportation Company,
Canada Southern Line,
Canadian Pacific Despatch,
Canada Cattle Car Company,
Chicago Refrigerator Car Company,
Cold Blast Transportation Company,
Cornplanters Refining Company,
Cudahy Refrigerator Line,
Cutting Car Company,
Continental Refining Company,
Calumet Canning Company,
Cudahy Milwaukee Refrigerator Line,
Crystal Refining Company,
Century Oil Company,
Central Equipment Company,
Empire Line,
Empire Oil Works,
Erie Despatch,
E. S. Jay & Co.,
Emery Manufacturing Company,
Excelsior Oil Company,
Eureka Trans. Company,
Ellsworth J. W., & Co.,
Frost Proof Car Company,
Gilbert Car Manufacturing Company,
Goodell Refining Company,
Great Eastern Line,
Green Line,
Genessee Oil Works,
Glade Tank Line,
G. H. H. Freight Car Line,
Hammond Refrigerator Line,
Havens, C. B., & Co.,
Holmes & Adams,
Harris, De Groat & Co.,
Hicks Stock Car Company,
Independent Refining Company,
International Packing Company,
International Oil Works,
Iron Car Express Coal Line,
J. G. Hurlburt,
John Schwartz & Co.,
Jacob Dold & Co.,
Kanawha Valley Rolling Stock Company,
Keystone Palace Horse Car Company,
Kentucky Southern Oil and Gas Company,
Manhattan Oil Company,
Merchants Despatch Transportation Company,
Midland Line,
Montgomery Palace Stock Car Company,
Morris & Co., Refrigerator Line,
Municipal Gas Company,
Merriam & Morgan Parafine Company,
Muir Tank Line,

Lipton Express Refrigerator Line,
Loyal Hanna Coal and Coke Company,
Laconia Car Company,
Lipton Refrigerator Line,
National Despatch Line,
National Linseed Oil Company,
National Oil Company,
Omaha Packing Company,
Paragon Refining Company,
Pennsylvania Gas Coal Company,
Pennsylvania Refining Company,
Pittsburg and Toledo Despatch,
Peerless Tank Line,
Pennsylvania Oil Company,
Pullman Palace Car Company,
Producers Oil Company,
Ramage, S. Y.,
Red Line,
Rice, Robinson & Foggan,
Sheboygan Chair Company,
Southern Iron Car Line,
Standard Oil Company,
Street's Western Stable Car Line,
St. Louis Refrigerator Car Company,
Sun Oil Line Company,
Swift Refrigerator Transportation Company,
Shawnee Oil Company,
Swamp Mills Excelsior Company,
Southern Despatch Lumber Line,
Tide Water Oil Company,
Tropical Transportation Company,
T. E. Wells Co.,
Terre Haute Brewing Company,
Titusville Oil Works,
Union Line,
Union Refrigerator Transportation Company
United Collieries Companies,
Valley Oil Company,
W. L. Wellras,
Washington Refining Company,
Westmoreland Coal Company,
White Line,
W. H. Rankin,
W. P. Rend & Co.,
White Star Transportation Co.

STATE OF NEW YORK. }
County of New York, } ss:

I, the undersigned, Charles A. Walker, Treasurer of the Delaware and Hudson Canal Company, on my oath do say that the foregoing return has been prepared under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

CHARLES A. WALKER, *Treasurer.*

Subscribed and sworn to before me,
this 9th day of September, 1892.

FRANK WALLING,

Notary Public, New York County.

ANNUAL REPORT
OF THE
FAIR GROUND RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report : Fair Ground Railroad Company.

Date of organization : April, 1890.

Organized under General Laws of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.
J. C. Parker.....	Quechee.....
J. G. Porter.....	Woodstock.....
F. S. McKenzie.....	Woodstock.....
W. S. Dewey.....	Quechee.....
Geo. W. Smith.....	White River Junction.....

Total number of stockholders at date of last election : Eighteen. (18).

Date of last meeting of stockholders for election of directors : Dec. 19, 1891.

Post-office address of general office : White River Junction.

OFFICERS.

President—Geo. W. Smith, White River Junction, Vt.

First Vice-President—James G. Porter, Woodstock, Vt.

Treasurer—J. L. Bacon, White River Junction, Vt.

General Manager—James G. Porter, Woodstock, Vt.

PROPERTY OPERATED.

Fair Ground Railroad starts from a point on Woodstock Railway and runs to Billings Park, about 3,740 feet. Sidings are about 1,543 feet.

CAPITAL STOCK.

100 shares common stock ; 100 shares authorized; par value, \$100 per share; total par value authorized, \$10,000; total amount issued and outstanding, \$4,900.

FUNDED DEBT.

Mortgage issued May 20, 1891, due in 1901. Amount of authorized issue, amount issued, amount outstanding, and cash realized on amount issued, \$3,000. Rate of interest, 6 per cent.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1892.
Construction :	
Right of Way.....	\$ 436 25
Fences.....	229 45
Grading and Bridge and Culvert Masonry.....	3,695 85
Rails.....	2,769 52
Ties.....	739 49
Engineering Expenses.....	284 38
Records and counsel.....	123 72
Other Items.....	1,386 15
Total Construction.....	\$9,664.81

EARNINGS FROM OPERATION.

Total receipts, \$1,129.55; Deductions, account of repayments, etc., \$433.86; Actual earnings, \$689.69.

The Gross Amount of Operating Expenses is \$433.86.

No Salaried Officers.

Accounts are not so kept that the Passenger and Freight, and Train Mileage questions can be answered.

No Equipment.

No Renewals.

No Accidents.

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 1; aggregate length, 10 feet.

STATE OF VERMONT, }
County of Windsor. } ss:

I, the undersigned, Geo. W. Smith, President of the Fair Ground Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

GEORGE W. SMITH, *President*.

Subscribed and sworn to before
me, this 16th day of Sept., 1892.

J. L. BACON,
Notary Public.

ANNUAL REPORT OF THE FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Fitchburg Railroad Company.

Date of organization: March 3, 1842.

Organized under the Laws of the State of Massachusetts.

The Fitchburg Railroad, chartered March 3, 1842, was completed between Cambridge and Fitchburg, March 5, 1845. In 1848 the road was extended into Boston. The Peterboro and Shirley was opened in 1850, leased for ten years, and purchased in 1860. The Vermont and Massachusetts Railroad was leased January 1, 1874, for a period of 999 years, the consideration being as follows:

Organization expenses.....	\$ 2,000,	payable	quarterly.
5 per cent on \$1,000,000 Bonds....	50,000,	"	Nov. and May.
6 per cent on 3,193,000 Stock.....	151,580,	"	Oct. and April.

If this road is surrendered, the expenditures made by the lessee for additions and betterments, are to be refunded to said lessee.

The Boston, Barre and Gardner Railroad was taken possession of under a temporary operating contract, March 7, 1885. It was merged July 1, 1885, its stock being exchanged in the proportion of ten shares of Boston, Barre and Gardner stock for one share of Fitchburg stock, and its liabilities being assumed by the Fitchburg Railroad Company. The Ashburnham Railroad was purchased April 22, 1885.

The Troy and Greenfield Railroad and Hoosac Tunnel was consolidated with the Fitchburg Railroad Company, Feb. 1, 1887, under the provisions of Chapter 279 of the Acts of the Commonwealth of Massachusetts for the year 1885. The Hoosac Tunnel Dock and Elevator Company, an auxiliary corporation chartered under the Laws of the Commonwealth of Massachusetts, April 29, 1879, owning wharves, elevators and warehouses and engaged in handling and stowing freight, sold all its real and personal property of every kind and description to the Fitchburg Railroad Company, April 15, 1887.

The Troy and Boston Railroad Company, a corporation of the State of New York, was consolidated with the Fitchburg Railroad Company May 3, 1887, under the Laws of the State of New York and the Commonwealth of Massachusetts. By this consolidation the following leases in force with the Troy and Boston Railroad Company were assumed:

Troy and Bennington Railroad, Hoosac Junction to Vermont State Line, owned by the Troy and Bennington Railroad Company, a corporation of the State of New York, leased at an annual rental of \$15,400. Lease expires May 27, 1901.

The Boston, Hoosac Tunnel and Western Railway, and its leased line, the Troy, Saratoga and Northern Railroad, were purchased June 1, 1887.

The Chesire Railroad was consolidated with the Fitchburg Railroad, Oct. 1, 1890, under the provisions of Chapter 389 of the Acts of the Commonwealth of Massachusetts for the year 1887, and under an Act

of the State of New Hampshire in 1887. The Cheshire Railroad Company operated the Monadnock Railroad under lease and by virtue of consolidation, this company became the lessee and has since by virtue of Chapter 48 of the Acts of the Commonwealth of Massachusetts in the year 1891, purchased all the stock of the Monadnock Railroad Company.

ORGANIZATION.

Names of Directors.	Post-Office Address.
Henry S. Marcy.....	Boston, Mass.....
Robert Codman.....	".....
Rodney Wallace.....	Fitchburg.....
Charles T. Crocker.....	".....
John Quincy Adams.....	Quincy.....
David P. Kimball.....	Boston.....
Albert C. Houghton.....	North Adams.....
Frederick L. Ames.....	Easton.....
George Heywood.....	Concord.....
Wm. Seward Webb.....	New York City.....
Francis Smith.....	Rockland, Me.....
Wm. H. Hollister.....	New York City.....
Wm. A. Russell.....	Lawrence.....
Edward C. Thayer.....	Keene, N. H.....

Date of Expiration of Term : John Quincy Adams, David P. Kimball and Albert C. Houghton, appointed by the Governor of Massachusetts, and hold their office one year or until successors are appointed and confirmed by the Governor. The term of all other Directors expires September 28, 1892.

Total number of stockholders at date of last election : 5,085.

Date of last meeting of stockholders for election of directors : Sept. 30, 1891.

Post-office address of general office : Boston, Mass.

Post-office address of operating office : Boston, Mass.

OFFICERS.

President—Henry S. Marcy, Boston, Mass.

Treasurer—Daniel A. Gleason, Boston, Mass.

Attorney, or General Counsel—George A. Torrey, Boston, Mass.

General Auditor—C. S. Anthony, Boston, Mass.

General Superintendent—John Adams, Boston, Mass.

Asst. General Superintendent—W. D. Ewing, Boston, Mass.

Division Superintendent—J. R. Hartwell, Boston, Mass.

Division Superintendent—C. L. Mayne, Fitchburg, Mass.

Division Superintendent—J. Crandell, Troy, N. Y.

Superintendent of Telegraph—E. A. Smith, Boston, Mass.

General Traffic Manager—John Whitmore, Boston, Mass.

General Freight Agent—A. S. Crane, Boston, Mass.

General Passenger Agent—James R. Watson, Boston, Mass.

General Baggage Agent—George F. Foye, Boston, Mass.

Purchasing Agent—George J. Fisher, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Fitchburg Railroad	Boston Greenfield Ashburnham Junction Mass. and Vt. State Line	Fitchburg Troy, N. Y. Bellows Falls Rotterdam, N. Y.	50.00 84.41 53.62 61.22	249.25
Fitchburg Railroad	Ice Track Cambridge South Acton Ayer Junction Ashburnham Junction Winchendon Winchendon Saratoga Junction	in Boston Waltham Marlboro Greenville, N. H. Ashburnham Worcester Peterboro, N. H. Saratoga and Schuylerville	.68 6.60 12.42 23.62 2.59 36.00 15.80 25.52	
Vermont and Massachusetts R. R.	Fitchburg Turner's Falls Junction	Greenfield Turner's Falls	56.00 2.80	123.23
Troy and Bennington	Hoosac Junction	White Creek	5.04	63.84
Total				436.32

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding	Dividends Declared Dur- ing Year.	
					Rate.	Amount.
Common.....	70,000	\$ 100 00	\$7,000 000	\$7,000,000		
Preferred	164,976	100 00	16,497,600	16,497,600	4	\$649,237 60
Total.....	234,976		\$23,497,600	\$23,497,600		
Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Real- ized.	REMARKS.			
Issued for Cash : Pref.	55,969	\$5,499,400	For purchase of B., H. T. & W. Ry. per terms of } agreement dated May 4, 1887 ----- } For purchase of Monadnock Railroad. For purchase of Hoosac Tunnel Dock and Elevator.			
" for Purchased roads :	Com. 20,000	2,000,000				
	Pref. 35,805	3,580,500				
Dock.....	15,125	97,500				
		1,512,500				
Issued for Consolidation						
Common.....	50,000	5,000,000	In accordance with agreement with Commonwealth } of Massachusetts for T. & G. R. and Hoosac Tunnel } Troy and Boston Railroad Consolidation. Boston, Barre and Gardner Railroad Consolidation. Cheshire Railroad Consolidation.			
Preferred	17,622	1,762,200				
"	13,333	1,333,300				
"	572	87,200				
"	26,250	2,625,000				
Total.....	234,976	\$23,497,600				

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Author- ized Issue.	Amount Issued.	Amount Out- standing.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Fitchburg Railroad Bonds.....	April 1, 1874	20 yrs.	\$ 500,000	\$500,000	\$500,000	\$500,000
	Oct. 1, 1877	"	500,000	500,000	500,000	500,000
	" 1879	"	500,000	500,000	500,000	500,000
	" 1880	"	500,000	500,000	500,000	500,000
	" 1881	"	500,000	500,000	500,000	500,000
	April 1, 1882	"	500,000	500,000	500,000	500,000
	" 1883	"	500,000	500,000	500,000	500,000
	Mch. 1, 1884	"	500,000	500,000	500,000	500,000
	June 1, 1885	"	500,000	500,000	500,000	500,000
	Feb. 1, 1887	50 yrs.	5,000,000	5,000,000	5,000,000	5,000,000
	April 1, 1887	"	1,500,000	1,500,000	1,500,000	1,500,000
	Sept. 1, 1887	"	3,000,000	2,250,000	2,250,000	2,250,000
	May 1, 1888	"	2,000,000	2,000,000	2,000,000	2,000,000
	Mch. 1, 1889	"	750,000	750,000	750,000	750,000
	June 1, 1890	"	500,000	500,000	500,000	500,000
	" " 30	"	500,000	500,000	500,000	500,000
Cheshire Railroad Bonds.....	July 1, 1876	20	---	250,000	250,000	250,000
	" 1878	20	---	550,000	550,000	550,000
	" 1874	50	---	577,000	577,000	577,000
Troy & Boston R. R. 1st Mortgage.....	April 1, 1873	20	---	91,300	91,300	91,300
B. B. & G. Railroad 1st	" 20	"	---	299,700	299,700	299,700
" 1st	" 20	"	---	186,300	* 95,700	186,300
" 2d	July 1, 1875	20	---	57,300	57,300	58,300
" 3d	" 20	"	---	1,400,000	1,400,000	1,400,000
B. H. T. & W. Railway Debentures.....	Sept. 1, 1883	30	2,000,000	500,000	500,000	500,000
H. T. Dock & Elev. Mortgage Note.....	April 5, 1887	6	---	48,000	48,000	48,000
Monadnock Railroad Mortgage.....	July 1, 1877	20	---	---	---	---
Grand Total			\$19,750,000	\$20,959,600	\$20,969,000	\$20,959,600

* \$90,600. Paid and cancelled June 30, 1892.

FUNDED DEBT—Continued.

Class of Bond or Obligation.	INTEREST.			
	Rate Per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
Fitchburg Railroad Bonds ..	7	April & Oct.	\$35,000	\$34,860
	6	"	30,000	29,850
	5	"	25,000	25,150
	5	"	25,000	25,125
	5	"	25,000	25,100
	5	"	25,000	25,000
	5	"	25,000	24,875
	4	Mch. & Sept.	20,000	20,020
	4	June & Dec.	20,000	19,540
	3½	Feb. & Aug.	160,416 67	150,000
	4	April & Oct.	60,000	60,880
	4½	Mch. & Sept.	101,250	101,025
	5	May & Nov.	100,000	100,250
	5	Mch. & Sept.	37,500	37,550
	5	June & Dec.	24,598 61	24,050
	4	"	20,000	19,540
	6	Jan. & July	15,000	14,850
	7	"	33,000	32,535
	7	"	40,390	40,040
	7	April & Oct.	6,391	14,890
	5	"	14,985	6,282 50
	3	Jan. & July	5,589	5,619
	6	"	3,438	3,438
	5	Mch. & Sept.	70,000	70,000
	4½	April & Oct.	20,812 50	20,000
	5	July & Jan.	2,400	1,125
Grand Total.....			\$945,270 78	\$981,154 50
Cheshire Railroad Bonds ..				
" " ..				
Troy & Boston Railroad 1st Mortgage ..				
B. B. & G. Railroad 1st ..				
" " 1st ..				
" " 2d ..				
" " 3d ..				
B. H. T. & W. Railway Debentures ..				
H. T. Dock & Elev. Mortgage Note ..				
Monadnock Railroad Mortgage ..				

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Outstanding.	INTEREST.	
		Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$20,869 000	\$945,270 78	\$931,154 50
Total.....	\$20,869,000	\$945,270 78	\$931,154 50

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892	
Cash.....	\$ 452,973 81	Loans and Bills Payable.....	\$ 650,000 00
Bills Receivable.....	178,015 00	Audited Vouchers and Accounts.....	266,562 33
Due from Agents.....	539,439 21	Wages and Salaries.....	118,939 67
Net Traffic Balances due from other Com- panies.....	247,854 65	Net Traffic Balances due to other Companies	374,911 33
Due from Solvent Companies and Individ- uals.....	201,388 39	Dividends not Called for.....	306,635 70
Other Cash Assets (excluding "Materials and Supplies") *.....	1,469,406 05	Matured Interest Coupons Unpaid (includ- ing Coupons due July 1).....	59,232 50
Total.....	\$3,089,077 11	Rentals due July 1.....	750 00
		Balance—Cash Assets.....	1,312,045 58
		Total.....	\$3,089,077 11

*Materials and Supplies on hand, \$675,840.35.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To Railroads.	To Other Prop- erties.	Miles	Amount.
Capital Stock.....	\$23,497,600	\$21,985,100	\$1,512,500	372.48	\$63,084 19
Bonds.....	20,869,000	20,869,000	500,000	"	56,027 16
Total.....	\$44,366,600	\$42,854,100	\$2,012,500	372 48	\$119,111 35

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.
Fitchburg Railroad.....	\$23,497,600	\$20,869,000	\$1,777,031 53
Peterboro' and Shirley R. R....			
Boston, Barre and Gardner Railroad.....			
Ashburnham Railroad.....			
Troy and Greenfield R. R. and Hoosac Tunnel.....			
Troy and Boston Railroad.....			
Boston, Hoosac Tunnel and Western Railway.....			
Troy, Saratoga and Northern Railroad.....			
Southern Vermont Railroad....			
Cheshire Railroad.....			
Monadnock Railroad.....	150,800	1,000,000	
Troy and Bennington Railway			
Vermont and Massachusetts Railway.....			
Total carried forward.....	\$26,841,400	\$21,869,000	\$1,777,031 53

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.
Construction :			
Right of Way.....	\$ 33,159 53	\$1,564,207 06	\$1,597,366 59
Other Real Estate.....			
Fences.....			
Grading and Bridge and Culvert Masonry.....		873,556 79	873,556 79
Bridges and Trestles.....		478,208 42	478,208 42
Rails.....		1,267,753 36	1,267,753 36
Ties.....			
Other Superstructure.....			
Buildings, Furniture and Fixtures.....	17,230 41	1,326,614 83	1,343,845 24
Shop Machinery and Tools..		232,788 17	232,788 17
Engineering Expenses.....		50,000 00	50,000 00
Sidings and Yard Extensions.....	55,645 39	306,651 92	362,297 31
Terminal Facilities and Elevators, including Docks..	56,666 78	2,251,375 11	2,308,041 89
Cheshire R. R. Consolidation	4,120 16	3,525,000 00	3,529,120 16
Purchase of Constructed Road.....	12,000 00	24,282,560 69	24,294,560 69
Other items.....	53,721 84	1,219,541 43	1,273,263 27
Total Construction.....	\$ 232,544 11	\$37,878,257 78	\$37,610,801 89
Equipment :			
Locomotives.....	\$15,236 00	\$1,023,603 40	\$1,038,839 40
Passenger Cars.....	76,056 48	573,440 16	649,496 64
Sleeping, Parlor and Dining Cars.....			
Baggage, Express and Postal Cars.....			
Combination Cars.....	38,811 64	2,219,792 79	2,258,604 43
Freight Cars.....			
Other Cars of all classes			
Total Equipment.....	\$130,104 12	\$3,816,836 35	\$3,946,940 47
Total Cost Construction, Equipment, etc.	\$ 362,648 23	\$41,195,094 13	\$41,557,742 36

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$7,346,086 08	
Less Operating Expenses.....	\$5,112,697 11	
Income from Operation.....		\$2,233,389 69
Interest on Bonds owned.....		2,718 00
Total Income.....		\$2,236,107 69
Deductions from Income:		
Interest on Funded Debt Accrued.....	\$945,270 78	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for..	18,792 87	
Rents.....	260,980 00	
Taxes.....	224,081 39	
Total Deductions from Income.....		1,449 125 04
Net Income.....		\$786,982 65
Dividends, 4 per cent, Preferred Stock.....	\$649,237 60	
Total.....		\$649,237 60
Surplus from Operations of Year ending June 30, 1892.....		\$137,745 05
Surplus on June 30, 1891.....		273,197 11
Total.....		\$410,942 16
Improvement Fund.....		137,745 05
Surplus on June 30, 1892.....		\$273,197 11

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Passenger Revenue.....	\$2,122,345 10		
Less Repayments:			
Tickets Redeemed.....		\$18,190 95	
Total Passenger Revenue.....			\$2,104,154 15
Mail.....			65,226 16
Express.....			159,420 00
Other Items.....			40,385 68
Total Passenger Earnings....			\$2,369,185 99

EARNINGS FROM OPERATION—Continued.

Item.	Total Receipts.	Deductions Account of Repayments, Etc.	Actual Earnings.
Freight:			
Freight Revenue.....	\$4,743,346 65		
Less Repayments:			
Overcharge to Shippers.....		\$152,338 43	
Total Freight Revenue.....			\$4,591,008 22
Elevators.....			190,501 13
Other Items.....			75,164 55
Total Freight Earnings.....			\$4,856,673 90
Total Passenger and Freight Earnings.....			\$7,225,859 89
Other Earnings from Operation:			
Rents from Tracks, Yards and Terminals.....	\$7,500 00		
Rents not otherwise provided for.....	53,467 25		
Other sources.....	59,259 66		
Total Other Earnings.....			\$120,226 91
Total Gross Earnings from Operation—Entire Line.....			\$7,346,086 80

No division of Earnings made between Vermont and Entire Line.

STOCKS OWNED.

Name.	Total Par Value.
Boston, Hoosac Tunnel and Western Railway Company.....	\$6,000,000 00
Troy, Saratoga and Northern Railway Company.....	726,600 00
For the above we have given 35,835 shares F. R. R. Preferred stock and 20,000 shares F. R. R. Common stock. The value of this stock is included in the balance sheet as "Cost of Road."	
Monadnock Railroad Company.....	200,000 00
For the above we gave 975 shares Preferred stock and \$59,860 cash.	

BONDS OWNED.

Boston, Barre and Gardner Railroad Company, par value, \$90,600.00; rate, 3 per cent; income or dividend received, \$2,718.00. Paid and cancelled June 30, 1892.

RENTALS RECEIVED.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks:	Shelburne Falls to Conway Junc...	N. Y., N. H. & H. Rd. Co.....	\$7,500	
Terminals:				\$7,500 00
Sundry Lands, Tenements and portions of Station Buildings....				53,467 25
Grand Total Rents Received.....				\$60,967 25

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$181,420 89	\$280,578 60	\$461,999 49
Renewals of Rails	40,378 26	59,780 98	100,159 24
Renewals of Ties.....	52,027 83	80,483 73	132,511 56
Repairs of Bridges and Culverts.....	15,949 82	24,601 64	40,551 46
Repairs of Fences, Road-Crossings, Signs, and Cattle Guards.....	10,771 64	16,679 89	27,451 53
Repairs of Buildings.....	50,518 77	73,745 18	124,263 95
Repairs of Docks and Wharves.....	1,228 34	1,820 72	3,049 06
Repairs of Telegraph	836 59	1,296 59	2,133 18
Total.....	\$353,132 14	\$538,987 33	\$892,119 47
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$119,424 30	\$188,550 48	\$307,974 78
Repairs and renewals of Passenger Cars.....	75,617 68		75,617 68
Repairs and renewals of Freight Cars.....		317,694 85	317,694 85
Shop Machinery, Tools, etc....	11,175 28	17,459 22	28,634 50
Total.....	\$206,217 26	\$523,704 55	\$729,921 81
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen....	\$192,973 15	\$377,821 50	\$570,794 65
Fuel for Locomotives.....	264,621 86	467,463 92	732,085 78
Water-supply for Locomotives.....	12,208 12	19,339 00	31,547 12
All other supplies for Locomotives.....	16,936 96	26,304 35	43,241 31
Wages of other Trainmen....	139,243 20	286,501 43	425,744 63
All other train supplies.....	17,423 43	31,633 03	49,056 46
Wages of Switchmen, Flagmen, and Watchmen.....	55,665 03	255,476 25	311,142 18
Expense of Telegraph, including Train Dispatchers and Operators	26,411 39	41,058 23	67,469 62

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Wages of Station Agents, Clerks, and Laborers.....	\$105,106 30	\$358,068 49	\$463,174 79
Station Supplies.....	21,634 64	11,728 74	33,363 38
Car Mileage—Balance.....	27,181 36	187,586 66	214,768 02
Loss and Damage.....	6,299 21	34,119 93	40,419 14
Injuries to Persons.....	10,533 87	19,798 22	30,332 09
Total.....	\$896,239 42	\$2,116,899 75	\$3,013,139 17
General Expenses:			
Salaries of Officers.....	\$24,424 12	\$45,810 82	\$73,234 94
Salaries of Clerks.....	29,854 98	71,211 93	101,066 91
General Office Expenses and Supplies.....	8,411 49	13,614 18	22,025 67
Agencies, including Salaries and Rent.....	6,911 09	2,758 85	9,669 94
Advertising.....	16,273 79	254 00	16,527 79
Insurance.....	5,781 36	20,113 18	25,894 54
Expense of Fast Freight Lines		48,062 87	48,062 87
Expense of Traffic Associations	376 68	3,717 47	4,094 15
Expense of Stock Yards and Elevators.....		101,119 15	101,119 15
Rents not otherwise provided for.....	5,190 12	8,057 96	13,248 08
Legal Expenses.....	6,603 78	9,812 38	16,416 16
Stationery and Printing.....	13,154 00	24,722 94	37,876 94
Other General Expenses.....	3,226 96	5,052 56	8 279 52
Total.....	\$123,208 37	\$354,308 29	\$477,516 66
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$353,132 14	\$538,987 33	\$892,119 47
Maintenance of Equipment....	206,217 26	523,704 55	729,921 81
Conducting Transportation....	896,239 42	2,116,899 75	3,013,139 17
General Expenses.....	123,208 37	354,308 29	477,516 66
Grand Total.....	\$1,578,797 19	\$3,533,899 92	\$5,112,697 11
Percentage of Expenses to Earn- ings—Entire Line.....			69.597

No division of Expenses made between Vermont and Entire Line.

RENTALS PAID.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Vermont and Massachusetts Railroad	\$50,000 00	\$191,580 00	\$ 3,000 00	\$244,580 00
Troy and Bennington Railway			15,400 00	15,400 00
Monadnock Railroad			1,000 00	1,000 00
Total Rents	\$50,000 00	\$191,580 00	\$19,400 00	\$260,980 00

COMPARATIVE GENERAL BALANCE SHEET.

Total June 30, 1891.	Assets.	Total June 30, 1892.	Year Ending June 30, 1892.	
			Increase.	Decrease.
\$37,378,257 78	Cost of Road	\$37,610,801 89	\$232,544 11	
3,816,836 35	Cost of Equipment	3,946,940 47	130,104 12	
	Stocks of other companies owned			
157,260 00	Bonds of other companies owned	157,360 00	100 00	
90,600 00	Vermont and Massachusetts Improvements			\$90,600 00
1,532,268 57	Cash and Current Assets	1,544,526 91	12,258 34	
2,830,285 76	Other Assets: Materials and Supplies	3,089,077 11	258,791 35	
1,012,418 09		675,840 85		336,577 74
\$46,817,926 55	Grand Total	\$47,024,546 73	\$633,797 92	\$427,177 74

GENERAL BALANCE SHEET—Continued.

Total June 30, 1891.	Liabilities.	Total June 30, 1892.	Year Ending June 30, 1892.	
			Increase.	Decrease.
\$33,497,600 00	Capital Stock	\$23,497,600 00		
20,801,600 00	Funded Debt	20,821,000 00	\$19,400 00	
1,732,877 72	Current Liabilities ..	1,777,031 53	44,153 81	
	Accrued interest on Funded Debt not yet payable	244,406 50	11,187 50	
233,219 00	Accrued Taxes not yet payable	147,660 65	15,819 89	
131,840 76	Accrued rent of Road not yet payable ..	60,145 00		\$8,400 00
68,545 00	Improvement Fund ..	203,505 94	124,458 98	
79,046 00	Profit and Loss	273,197 11		
273,197 11				
\$46,817,926 55	Grand Total	\$47,024,546 73	\$215,020 18	\$8,400 00

IMPORTANT CHANGES DURING THE YEAR.

\$110,000 Fitchburg Railroad 5% 10 year Bonds issued.

\$90,600 B., B. & G. Railroad 2d mortgage 3% paid and cancelled June 30, 1892.

CONTRACTS, AGREEMENTS, ETC.

The American Express Company and the National Express Company operate over this road.

Mails are carried at certain rates per mile, based on weight as established by the Post-Office Department.

Cars of the Pullman Palace Car Company and of the Wagner Palace Car Company run over this road.

The Greenwich and Johnsonville Railroad Company for interchange of passengers and freight.

Western Union Telegraph Company.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.		
	From	To	Miles
B., B. & G. R. R. 1st M't'ge, 7 per cent	Worcester	Winchendon.	36
" " " " 5 "	"	"	36
" " 2d " 3 "	"	"	36
" " 3d " 6 "	"	"	36
B., H. T. and W. Ry. Debrs., 5 per cent.....	Rotterdam Junction	Vt. and Mass. State Line.	61.22
T. & B. R. R. 1st M'tg'e, 7 per cent..	Troy	Vt. and N. Y. State Line.	34.74

Hoosac Tunnel Dock and Elevator mortgage note on Wharves, Elevator and Warehouse in Charlestown.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	21	6,573	\$75,882 61	\$11 54
General Office Clerks.....	125	29,246	76,616 24	1 95
Station Agents.....	130	40,970	75,373 40	1 84
Other Station Men.....	401	135,822	230,194 53	1 83
Enginemen.....	277	90,025	310,691 95	3 45
Firemen.....	274	85,762	170,336 98	1 99
Conductors.....	238	74,660	204,613 66	2 74
Other Trainmen.....	629	197,446	377,105 20	1 91
Machinists.....	144	45,222	106,412 61	2 33
Carpenters.....	247	77,647	172,183 44	2 22

EMPLOYES AND SALARIES—Continued.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
Other Shopmen.....	319	68 735	\$ 136,778 73	\$ 1 99
Section Foremen.....	94	9,516	68,364 90	2 32
Other Trackmen.....	659	207,069	299,728 70	1 45
Switchmen, Flagmen and Watchmen.....	273	86,245	121,873 53	1 42
Telegraph Operators and Dis- patchers.....	102	31,949	55,614 16	1 74
All other Employes and La- borers.....	1288	401,058	714,281 00	1 78
Total (Including "General Offi- cers").....	5121	1,607,945	\$3,196,052 44	\$ 1 99
Less "General Officers".....	21	6,573	75,882 61	11 54
Total (Excluding "General Officers").....	5100	1,601,372	\$3,120,169 83	\$ 1 95
Distribution of Above:				
General Administration.....	146	45,819	\$ 152,498 85	\$3 33
Maintenance of Way and Structures.....	1075	336,849	546,664 05	1 62
Maintenance of Equipment.....	1254	392,133	772,575 68	1 97
Conducting Transportation.....	2646	833,144	1,724,373 86	2 07
Total (Including "General Offi- cers")—Entire Line.....	5121	1,607,945	\$3,196,052 44	\$ 1 99
Less "General Officers".....	21	6,573	75,882 61	11 55
Total (Excluding "General Offi- cers")—Entire Line.....	5100	1,601,372	\$3,120,169 83	\$1 95

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	7,342,031			
Number of passengers carried one mile.....	109,802,633			
Average distance carried.....	14.97 miles.			
Total passenger revenue.....		2,104,154	15	
Average amount received from each passenger.....			28	6.6
Average receipts per passenger per mile.....			01	9.2
Estimated cost of carrying each passenger one mile.....			01	4.38
Total passenger earnings.....		2,369,185	99	
Passenger earnings per mile of road.....		5,429	92	
Passenger earnings per train mile.....		1	06	5.9
Freight Traffic:				
Number of tons carried of freight earning revenue....	4,570,377			
Number of tons carried one mile.....	496,160,278			
Average distance haul of one ton.....	109 miles.			
Total freight revenue.....		4,591,008	22	
Average amount received for each ton of freight.....			1 00	4.5
Average receipts per ton per mile.....			00	9.25
Estimated cost of carrying one ton one mile.....			00	7.12
Total freight earnings.....		4,856,673	90	
Freight earnings per mile of road.....		11,130	99	
Freight earnings per train-mile.....		1	43	1.3
Passenger and Freight:				
Passenger and freight revenue.....		6,695,162	37	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight revenue per mile of road.....		15,344	61	
Passenger and freight earnings per mile of road.....		7,225,859	89	
Gross earnings from operation per mile of road.....		16,560	91	
Gross earnings from operation per mile of road.....		7,346,086	80	
Expenses.....		16,836	46	
Expenses per mile of road....		5,112,697	11	
		11,717	77	
Train Mileage :				
Miles run by passenger trains..	2,222,574			
Miles run by freight trains.. }				
Miles run by mixed trains.. }	3,393,162			
Total Mileage Trains Earn- ing Revenue.....	5,615,736			
Miles run by switching trains..	1,072,004			
Miles run by construction and other trains.....	71,065			
Grand Total Train Mileage..	6,758,805			
Mileage of loaded freight cars —East.....	31,209,885			
Mileage of loaded freight cars —West.....	15,771,588			
Mileage of empty freight cars —East.....	2,366,087			
Mileage of empty freight cars —West.....	17,190,224			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road. Whole Tons.	Freight Received from Connect- ing Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....	23,490	474,360	497,850	10.89
Flour.....	6,837	211,801	218,638	4.78
Other Mill Products	6,617	115,469	122,086	2.67
Hay.....	15,329	113,889	128,718	2.83
Tobacco.....	662	1,887	2,049	.05
Cotton.....	8,820	61,028	69,848	1.53
Fruit and Vegetables.....	31,409	40,571	74,980	1.64
Products of Animals :				
Live Stock.....	11,359	273,577	284,936	6.24
Dressed Meats.....	3,198	114,776	117,974	2.58
Other Packing-house Products	2,536	64,496	67,032	1.47
Poultry, Game and Fish.....	7,168	1,834	9,002	.20
Wool.....	7,940	20,412	28,352	.62
Hides and Leather.....	11,580	24,619	36,199	.79
Products of Mines :				
Anthracite Coal.....	5,183	371,721	376,904	8.25
Bituminous Coal.....	441	448,985	449,426	9.83
Coke.....	221	13,541	13,762	.30
Ores.....	31,982	2,427	34,409	.75
Stone, Sand and other like articles.....	88,227	104,363	192,590	4.21
Products of Forests :				
Lumber.....	83,374	251,397	334,771	7.33
Manufactures :				
Petroleum and Other Oils.....	7,610	52,007	59,617	1.30
Sugar.....	17,425	2,427	19,852	.43
Naval Stores.....	1,434	3,121	4,555	.10
Iron, Pig and Bloom.....	59,773	71,431	131,204	2.87
Iron and Steel Rails.....	16,542	4,161	20,703	.45
Other Castings & Machinery.....	34,629	33,635	68,264	1.49

FREIGHT TRAFFIC MOVEMENT—Continued.

Commodity.	Freight Originat- ing on this Road. Whole Tons.	Freight Received from Connect- ing Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Bar and Sheet Metal.....	12,903	16,344	29,247	.64
Cement, Brick and Lime.....	85,249	48,546	133,795	2.93
Agricultural Implements.....	21,946	1,040	22,986	.50
Wagons, Carriages, Tools, etc..	2,537	4,508	7,045	.15
Wines, Liquors and Beers.....	8,050	18,031	26,081	.57
Household Goods and Furni- ture.....	20,069	15,951	36,020	.79
Merchandise.....	160,240	86,690	246,930	5.40
Miscellaneous: Other commod- ities not mentioned above..	305,052	399,500	704,552	15.42
Total Tonnage—Entire Line	1,102,832	3,467,545	4,570,377	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....		110	105	Compressed Air.	1	Wilkins.
Freight.....		79	72	"		
Switching.....	1	33	9	"		
Leased.....		9				
Total Locomotives.....	1	222	186		1	
Cars in Passenger Service:						
First-class Passenger Cars.....	11	171	171	Westinghouse.	171	Miller Hook.
Combination Passenger Cars.....		31	31	"	31	"
Baggage, Express and Postal Cars.....		51	51	"	51	"
Other Cars in Passenger service.....		2	2	"	2	"
Total.....	11	255	255		255	
Cars in Freight Service:						
Box Cars	113	4,004	542	Westinghouse.	{ 4 2 89 303 251 18 }	{ Drexel. Gould. Dowling. Safford. " Cowle.
Flat Cars.....	17½	875	16	"		

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Freight Service :						
Stock Cars.....	20	236	99	Westinghouse.	54	Safford.
Coal CarsDec.	1	653			43	"
Other Cars.....Dec.	13	49				
Total.....Dec.	89½	5,817	657	Westinghouse.	764	
Cars in Company's Service :						
Gravel Cars.....Dec.	3	174				
Derrick Cars.....	1	22	13	"	2	Safford.
Caboose Cars.....	2	99			21	"
Other road Cars.....Dec.	5	22	1	"		
Total.....	5	317	14		23	
Cars contributed to Fast Freight Line Service :						
		1,640	508		{ 172	Safford.
					{ 89	Dowling.
					2	Gould.
					4	Drexel.
Grand Total Cars.....Dec.	834	6,389	926		1,042	

MILEAGE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated.	RAILS. Steel.
	Main Line	Branches and Spurs.			
Miles of single track...	249.25	123.23	63.84	436.32	436.32
Miles of second track...	98.51	.68	56.00	155.19	155.19
Miles of third track....	1.66			1.66	1.66
Miles of yard track and sidings.....	216.78		34.48	251.26	251.26
Total Mileage Operated (all tracks).....	{ 349.42 216.78	123.91	154.32	844.43	844.43

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Lease.	Total Mileage, Exclud- ing Trackage Rights.	RAILS. Steel.
	Main Line.	Branches and Spurs.			
Massachusetts.....	104.81	74.48	58.80	238.09	238.09
New Hampshire.....	42.81	23.23		66.04	66.04
Vermont.....	12.16			12.16	12.16
New York.....	89.47	25.52	5.04	120.03	120.03
Total Mileage Operated (single track)	249.25	123.23	63.84	436.32	436.32

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight Per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel.....	6,157	76 lbs.	\$31.20	Mostly Chestnut.....	297,086	42 cents.
Total Steel.....	6,157	76 lbs.	\$31.20	Total,	297,086	42 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.		Hard.				
Passenger	56,297.2		218		56,297.2	2,232,574	54.5
Freight	153,158.4		596		153,158.4	3,393,162	97.0
Switching	21,720.0		85		21,720.0	1,072,004	24.9
Construction	1,103.9		3		1,103.9	71,065	33.4
Total	232,279.5		902		232,279.5	6,758,805	73.9
Average Cost at distributing point	\$3.07½						

CHARACTERISTICS OF ROAD.

Bridges :

Number Iron.....	155
Aggregate length	14,427 feet.
Minimum length	10 feet.
Maximum length	1,954 feet.
Number Wooden.....	65
Aggregate length	6,045 feet.
Minimum length	10 feet.
Maximum length	876 feet.

Trestles :

Number.....	21
Aggregate length.....	7464 feet.
Minimum length.....	74 feet.
Maximum length.....	799 feet.

Tunnels :

Number.....	2
Minimum length.....	418 feet.
Maximum length.....	25,081 feet.

Overhead Highway Crossings :

Number Bridges.....	72
Height of lowest above surface of rail.....	14 feet, 6 inches.

Overhead Railway Crossings :

Number Bridges.....	8
Height of lowest above surface of rail.....	15 feet.

Gauge of Track : 4 feet, 9 inches.

Telegraph :

Owned and operated by this Company.....	131 miles of line.
Owned and operated by this Company	381 miles of wire.
Owned and operated by Western Union Tele- graph Company.....	285 miles of line.
Owned and operated by Western Union Tele- graph Company.....	1,525 miles of wire.
Owned and operated by Commercial Union Telegraph Company.....	5 miles of wire.

CAR MILEAGE.

American Live Stock Transportation Company.
 American Refrigerator Transit Company.
 Anglo-American Refrigerator Car Company.
 Armour Packing Company.
 Armour Refrigerator Line.
 Arms Palace Horse Car Company.
 American Oil Works.

American Oil Company.
Blue Line Transit Company.
Babcock, F. W., & Company.
Chicago Refrigerator Car Company.
Cutting Car Company.
Cudahy Packing Company.
Cornplanter Refrigerator Company.
Canada Cattle Car Company.
Continental Refining Company.
Cold Blast Transportation Company.
Climax Gasoline Company.
Cudahy Brothers.
Eastman Freight Car Heater Company.
Edwards, F. D.
Empire Line.
Erie Despatch.
Frost Proof Car Company.
Green Line.
Genessee Oil Works.
Holmes, A. S.
Hanens, C. B., & Company.
Hammond Refrigerator Company.
Hicks Stock Car Company.
International Oil Works.
Independent Refining Company.
Iron Car Express Coal Company.
International Packing Company.
Keystone Palace Horse Car Company.
Kansas City Refrigerator Car Company.
Lipton Express Refrigerator Line.
Merchants' Despatch Transportation Company.
Midland Line.
Morris Refrigerator Line.
Muir Oil Company.
Merriam & Morgan Par. Company.
Manhattan Oil Company.
National Despatch.
National Linseed Oil Company.
National Oil Company.
Pennsylvania Refining Company.
Peerless Refining Company.
Ramage, S. Y.
Red Line Transit Company.
Richmond Iron Works.
Southern Iowa Car Company.
Shawnee Oil Company.
Sun Line Oil Company.
St. Louis Refrigerator Car Company.
Standard Oil Company.
Street's Stable Car Lines.
Swift Refrigerator Transportation Company.
Tiffany Refrigerator Company.
Union Line.
Union Refrigerator Transit Company.

Washington Refining Company.
Western Car Company.
Westmoreland Coal Company.
White Line Transit Company.
Wells, F. E., & Company.

STATE OF MASSACHUSETTS, } ss:
County of Suffolk.

We, the undersigned, Henry S. Marcy, President, and C. S. Anthony, General Auditor, of the Fitchburg Railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

H. S. MARCY, *President.*

C. S. ANTHONY, *General Auditor.*

Subscribed and sworn to before
me this 16th day of Sept.,
1892.

EDMUND D. CODMAN,
Notary Public.

ANNUAL REPORT
OF THE
HOOSAC TUNNEL AND WILMINGTON
RAILROAD,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Hoosac Tunnel and Wilmington Railroad Company.

Date of organization: December 28, 1886.

Organized under the General Laws of Massachusetts; Authorized to issue increased stock and bonds, granted under Chapter 208 of the Acts of the General Court of Massachusetts, of 1891, amended by Chapter 26 of the Acts of the General Court of Massachusetts, of 1892.

Hoosac Tunnel and Wilmington Railroad Company, chartered under State of Massachusetts, Dec. 28, 1886, amended as above.

Deerfield River Company, chartered under State of Vermont, April 11, 1883.

Deerfield Valley Railroad Company, chartered under State of Vermont, Oct. 31, 1890.

Date and authority for each consolidation: January 1, 1892. Under Chapter 208 of the Acts of General Court of Massachusetts, of 1891, amended by Chapter 26 of the Acts of the General Court of Massachusetts, of 1892, also in the charter of the Deerfield Valley Railroad Company under State of Vermont, Oct. 31, 1890.

Not a reorganized company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Expiration of Term
Daniel H. Newton.....	Holyoke, Mass.....	In October.
Moses Newton.....	" ".....	
John C. Newton.....	" ".....	
James Ramage.....	" ".....	
George W. Millar.....	New York City.....	

Total number of stockholders at date of last election: Six.

Date of last meeting of stockholders for election of directors: May 25, 1891.

Post-office address of general office: Holyoke, Mass.

Post-office address of operating office: Readsboro, Vt.

OFFICERS.

President—Daniel H. Newton, Holyoke, Mass.
 Vice-President—James Ramage, Holyoke, Mass.
 Secretary—James S. Newton, Holyoke, Mass.
 Treasurer—John C. Newton, Holyoke, Mass.
 Auditor—James S. Newton, Holyoke, Mass.
 Superintendent—Moses Newton, Holyoke, Mass.
 Asst. Superintendent—J. W. Stiffler, Readsboro, Vt.
 General Passenger Agent—W. B. McClellan, Readsboro, Vt.

PROPERTY OPERATED.

Hoosac Tunnel and Wilmington Railroad, from Hoosac Tunnel, Mass. to Wilmington, Vt., 24.50 miles.

CAPITAL STOCK.

Capital Stock, Common: Number of shares authorized, 2,500; par value of shares, \$100; total par value authorized, \$250,000; total amount issued and outstanding, \$210,000. No dividends declared during year.

Issued for Cash, Common: Total number shares issued, 2,100; total cash realized, \$210,000.

Issued for Deerfield Valley Railroad on consolidation, Common: Number of shares issued during year, 1,600; cash realized on amount issued during year, \$160,000.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1891.
Bills Receivable.....\$1,425 07	Loans and Bills Payable.....\$201,139 65
Due from Agents.....1,447 96	Audited Vouchers and Accounts.....1,228 23
Net Traffic Balances due from other Companies. 647 63	Wages and Salaries... 97 36
Due from Solvent Companies and Individuals... 3,822 81	Net Traffic Balances due to other Companies... 195 80
Other Cash Assets.....2 75	Cash overdrawn.....2,053 45
Balance—Current Liabilities.....197,368 27	
Total.....\$204,714 49	Total.....\$204,714 49

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding	Apportionment to Railroads.	Miles.	Amount per Mile of Road.
Capital Stock.....	\$210,000 00	\$210,000 00	24.50	\$8,571 43
Total.....	\$210,000 00	\$210,000 00	24.50	\$8,571 43

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Current Liabilities.	Total.	Miles.	Amount per Mile of Road.
Hoosac Tunnel & Wilmington Railroad.	\$210,000 00	\$204,714 49	\$414,714 49	24.50	\$16,927 12
Total.	\$210,000 00	\$204,714 49	\$414,714 49	24.50	\$16,927 12

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost per Mile of Road.
Construction:				
Grading and Bridge and Culvert Masonry	\$21,919 52			
Rails	1,107 86			
Buildings, Furniture & Fixtures	1,769 45			
Shop Machinery and Tools Purchased of constructed road, Deerfield Valley R. R. consolidated with H. T. & W. R. R., Jan. 1, 1892	1,015 22			
Other items	223,000 00			
	400 00			
Total Construction . .	\$249,212 05	\$112,840 80	\$362,052 85	
Equipment :				
Purchased at time of consolidat'n, Jan. 1, '92	\$42,000 00			
Locomotives	250 00			
Passenger Cars	1,943 00			
Freight Cars	2,000 00			
Total Equipment	\$46,193 00		\$46,193 00	
Grand Total Cost Construction, Equipment, Etc.	\$295,405 05	\$112,840 80	\$408,245 85	
Total Cost Construction Equipment, Etc., State of Vermont			\$248,245 85	

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$31,268 72	
Less Operating Expenses.....	21,560 61	
Income from Operation.....	\$9,708 11	
Miscellaneous Income—less Expenses.....	757 98	
Total Income.....		\$10,466 09
Deductions from Income:		
Interest on Interest-bearing Current Liabilities		
Accrued, not otherwise provided for.....	\$6,796 12	
Taxes.....	303 91	
Other Deductions, rental Deerfield River Co. R.		
R., June 30, 1891, to Dec. 31, 1891, when road		
was purchased by D. V. R. R. Co.....	1,146 32	
Total Deductions from Income.....		\$4,246 35
Net Income.....		\$2,219 74
Surplus from Operations of Year ending June 30,		
1892.....		\$2,219 74
Deficit on June 30, 1891.....		3,029 66
Additions for Year, Rebate of Interest.....		\$1,687 50
Surplus on June 30, 1892.....		\$877 58

EARNINGS FROM OPERATION—Entire Line.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger Revenue.....	\$8,807 84	
Total Passenger Revenue.....		\$8,807 84
Mail.....	928 93	
Express.....	586 90	1,515 83
Total Passenger Earnings.....		\$10,323 67
Freight:		
Freight Revenue.....	\$20,945 05	
Total Freight Revenue.....		\$20,945 05
Total Freight Earnings.....		\$20,945 05
Total Gross Earnings from Operation—		
Entire Line.....		\$31,268 72

MISCELLANEOUS INCOME.

Gross income, \$1,373.80; less expenses, \$615.92; net miscellaneous income, \$757.98.

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$1,031 97	\$3,095 91	\$4,127 88
Renewals of Ties.....	202 01	606 05	808 06
Repairs of Buildings.....	30 75	92 24	122 99
Repairs of Telegraph.....	10 75	32 25	43 00
Total.....	\$1,275 48	\$3,826 45	\$5,101 93
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$ 79 50	\$238 48	\$ 317 98
Repairs and renewals of Passenger Cars.....	35 43	106 28	141 71
Repairs and renewals of Freight Cars.....	195 97	587 90	783 87
Rental Equipment from June 30, 1891, to Dec. 31, 1891, when same was purchased.....	300 00	900 00	1,200 00
Total.....	\$610 90	\$1,832 66	\$2,443 56
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-housemen.....	\$523 02	\$1,569 06	\$2,092 08
Fuel for Locomotives.....	661 81	1,983 92	2,645 23
All other supplies for Locomotives.....	81 11	243 32	324 43
Wages of other Trainmen..	260 14	780 41	1,040 55
All other train supplies....	20 26	60 77	81 03
Wages of Station Agents, Clerks, and Laborers....	866 38	2,599 14	3,465 52
Station Supplies.....	103 95	311 85	415 80
Loss and Damage.....		264 34	264 34
Injuries to Persons.....	236 26		236 26
Total.....	\$2,752 43	\$7,812 81	\$10,565 24

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses:			
Salaries of Officers and Clerks.....	\$268 40	\$805 19	\$1,073 59
Advertising.....	26 45	79 35	105 80
Insurance.....	126 25	378 75	505 00
Legal Expenses.....	8 89	26 64	35 53
Stationery and Printing....	267 86	803 55	1,071 41
Other General Expenses....	164 64	493 91	658 55
Total.....	\$862 49	\$2,587 39	\$3,449 88
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$1,275 48	\$3,826 45	\$ 5,101 93
Maintenance of Equipment.....	610 90	1,832 66	2,443 56
Conducting Transportation.....	2,752 43	7,812 81	10,565 24
General Expenses.....	862 49	2,587 39	3,449 88
Grand Total.....	\$5,501 30	\$16,059 31	\$21,560 61

No record kept for State of Vermont.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	Year Ending June 30, '92.	
			Increase.	Decrease.
\$112,840 80	Cost of Road.....	\$362,052 85	\$249,212 05	
	Cost of Equipment.....	46,193 00	46,193 00	
999 00	Cash and Current Assets.....	7,346 22	6,347 22	
3,029 66	Profit and Loss.....			\$3,029 66
\$116,869 46	Grand Total.	\$415,592 07	\$301,752 27	\$3,029 66

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1891. Total.	Liabilities.	June 30, 1892 Total.	Year Ending Jun. 30, 1892. Increase.
\$50,000 00	Capital Stock.....	\$210,000 00	\$160,000 00
66,869 46	Current Liabilities.....	204,714 49	137,845 03
	Profit and Loss.....	877 58	877 58
\$116,869 46	Grand Total.....	\$415,592 07	\$298,722 61

IMPORTANT CHANGES DURING THE YEAR.

Five wooden culverts displaced by five iron tubes.

Surrendered the lease of the Deerfield River Co. R. R. and rolling stock, January 1, 1892.

The Deerfield Valley Railroad purchased the railroad belonging to the Deerfield River Co., from the Massachusetts State line to Readsboro.

The Hoosac Tunnel and Wilmington R. R. from Hoosac Tunnel to the Vermont State line and the Deerfield Valley R. R. from the Massachusetts State line to Wilmington, including branches, were consolidated under the name of the Hoosac Tunnel and Wilmington R. R. under date of January 1, 1892.

Issued \$160,000 of new stock.

CONTRACTS, AGREEMENTS, ETC.

Contracted with the United States Post-Office Department at the rate of \$42.75 per mile per annum.

Contract with the Western Union Telegraph Company by which the Railroad furnishes the poles and right of way and the Telegraph Company the wire and instruments and has use of line.

EMPLOYES AND SALARIES—Entire Line.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensation.	Average Daily Compensation.
General Officers and Office Clerks.....	2	600	\$1,073 59	\$1 78
Station Agents.....	3	655	1,212 64	1 85
Other Station Men.....	5	119	2,048 81	1 72
Enginemen.....	2	598	1,071 50	1 79
Firemen.....	2	533	689 86	1 29
Conductors.....	2	503	757 90	1 51
Other Trainmen.....	1	389	195 43	50
Machinists.....	1	144	293 25	2 04
Carpenters.....	1	133	227 75	1 71
Other Shopmen.....	1	132	224 35	1 70
Section Foremen.....	2	655	1,104 73	1 69
Other Trackmen.....	5	1,192	1,509 89	1 27
Switchmen, Flagmen and Watchmen.....	1	164	209 92	1 28
Total (Including "General Officers").....	28		\$9,546 03	
Less "General Officers".....	2		1,073 59	
Total (Excluding "General Officers").....	26		\$8,472 44	
Distribution of Above:				
General Administration.....			\$1,073 59	
Maintenance of Way and Structures.....			2 824 54	
Maintenance of Equipment.....			745 35	
Conducting Transportation.....			5,976 14	
Total (Including "General Officers").....			\$10,619 62	
Less "General Officers".....			1,073 59	
Total (Excluding "General Officers").....			\$9,546 03	

No record kept for State of Vermont.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	25,616			
Number of passengers carried one mile.....	265,935			
Average distance carried.....	10.3816			
Total passenger revenue.....		8,807	84	
Average amount received from each passenger.....			34	3.84
Average receipts per passenger per mile.....			3	3.12
Estimated cost of carrying each passenger one mile.....			2	0.68
Total passenger earnings.....		10,323		
Passenger earnings per mile of road.....		421	67	
Passenger earnings per train-mile.....			37	4.28
			36	5.92
Freight Traffic:				
Number of tons carried of freight earning revenue.....	17,265 ⁵⁴⁰ ₅₀₀₀			
Number of tons carried one mile.....	198,550			
Average distance haul of one ton.....	11.5			
Total freight revenue.....		20,945	05	
Average amount received for each ton of freight.....		1	21	3.13
Average receipts per ton per mile.....			10	5.48
Estimated cost of carrying one ton one mile.....			08	0.88
Total freight earnings.....		20,945	05	
Freight earnings per mile of road.....		854	90	
Freight earnings per train-mile.....			74	3.12
Passenger and Freight:				
Passenger and freight revenue..		29,752	89	
Passenger and freight revenue per mile of road.....		1,214	40	3.67

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger and freight earnings.		31,268	72	
Passenger and freight earnings per mile of road.....		1,276	27	428
Gross earnings from operation..		31,268	72	
Gross earnings from operation per mile of road.....		1,276	27	428
Expenses.....		21,560	61	
Expenses per mile of road.....		880	02	489
Train Mileage:				
Miles run by mixed trains.....	28,185			
Total Mileage Trains Earning Revenue.....	28,185			
Average number of freight cars in train.....	4			
Average number of loaded cars in train.....	3			
Average number of empty cars in train.....	1			
Average number of tons of freight in train.....	12			
Average number of tons of freight in each loaded car....	3			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	TOTAL FREIGHT REVENUE.	
	Whole Tons.	Per Cent.
Products of Agriculture :		
Grain.....	1,265	7.36
Fruit and Vegetables.....	60	.85
Products of Animals :		
Hides and Leather.....	305	1.76
Products of Mines :		
Bituminous Coal.....	1,979	11.46
Products of Forest :		
Lumber.....	3,514	20.35
Wood Pulp and Paper Stock.....	8,353	48.38
Manufactures :		
Iron, Pig and Bloom.....	124	.71
Other Castings and Machinery.....	380	2.20
Cement, Brick and Lime.....	256	1.48
Merchandise.....	550	3.18
Miscellaneous : Other commodities not mentioned above.....	479	2.77
Total Tonnage—Entire Line.....	17,265	100.00

No record kept for State of Vermont.

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped With Train Brake. Number.
Locomotives :			
Passenger and Freight.....		5	
Total Locomotives.....		5	
Cars in Passenger Service :			
First-class Passenger Cars.....		4	
Second-class Passenger Cars.....		3	3
Combination Passenger Cars.....	1	2	1
Excursion Cars.....		2	2
Total.....		11	
Cars in Freight Service:			
Box Cars.....	31	51	51
Flat Cars.....	40	56	56
Total.....		107	
Grand Total Cars.....		118	

Equipment Fitted with Automatic Coupler : 4 First-class Passenger Cars, 1 Combination Passenger Car.

MILEAGE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	New Line Constructed During Year.	Steel Rails.
	Main Line Owned	Branches and Spurs.			
Miles of Single Track.....	23.75	.75	24.50	13.00	24.50
Total Mileage Operated— All Tracks.....	23.75	.75	24.50	13.00	24.50

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	Rails. Steel.
	Main Line.	Branches and Spurs.		
Massachusetts.....	8.00		8.00	8.00
Vermont.....	15.75	.75	16.50	16.50
Total Mileage Operated (single track).....	23.75	.75	24.50	24.50

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Main line, 23.75; Branches and spurs, .75; Total mileage operated, 24.50; all steel rails.

NEW RAILS LAID DURING YEAR.

900 tons, steel rails; weight, 60 pounds per yard; average price per ton at distributing point, \$25.

NEW TIES LAID DURING YEAR.

5,387 ties; average price at distributing point, 15 cents.
No record kept for State of Vermont.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Total number of tons of bituminous coal, 630¹¹¹¹¹; total number of miles run, 28,185; average pounds consumed per mile, 44.75; average cost at distributing point, \$3.85 per ton.

No record kept for State of Vermont.

CHARACTERISTICS OF ROAD.

Trestles:

Number.....	28
Aggregate length.....	493 feet
Minimum length.....	6 feet.
Maximum length.....	96 feet.

Overhead Railway Crossings:

Trestles.....	3
---------------	---

Gauge of Track: 3 feet.

TELEGRAPH OWNED BY COMPANY MAKING THIS REPORT.

Miles of line, 24.50; miles of wire, 23.75; operated by Western Union Telegraph Company.

STATE OF MASSACHUSETTS, }
County of Hampden. } ss:

We, the undersigned, Daniel H. Newton, President, and John C. Newton, Treasurer, of the Hoosac Tunnel and Wilmington Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

DANIEL H. NEWTON, *President.*
JOHN C. NEWTON, *Treasurer.*

Subscribed and sworn to before me,
this 10th day of Sept., 1892.

FRED. F. PARTRIDGE, *Notary Public.*

ANNUAL REPORT
OF THE
LEBANON SPRINGS RAILROAD COMPANY,
FOR THE YEAR ENDING MARCH 30, 1892.
HISTORY.

Name of common carrier making this report: Lebanon Springs Railroad, Wm. V. Reynolds, Receiver.

Date of organization: March 25, 1852.

Organized under the laws of the States of New York and Vermont.

If a consolidated company, name the contingent companies. Give reference to each, and all amendments to same.

Lebanon Springs Railroad as above, under General Laws and by Special Acts of the State of New York, covering a period of several years; New York and Vermont Railway Company, under an act of the Legislature of the State of Vermont, approved November 3, 1865, and being No. 134 of the Laws of that year, and several acts supplementary thereto and amendatory thereof.

Date and authority for each consolidation Acts of the Legislatures of the States of Vermont and New York; Laws of New York passed Feb. 26, 1867; Laws of Vermont passed March 28, 1867.

In process of reorganization.

ORGANIZATION.

Name of Directors not known. Receiver unable to find the records of the Company.

Total number of stockholders at date of last election: No information.

Date of last meeting of stockholders for election of directors: No information.

Post-office address of general office: Bennington, Vt.

Post-office address of operating office: Bennington, Vt.

OFFICERS.

Receiver—William V. Reynolds, Bennington, Vt.

Superintendent—E. D. Bennett, Bennington, Vt.

General Passenger Agent and General Freight Agent—Joseph Child, Bennington, Vt.

Auditor—William H. Hawkins, Bennington, Vt.

PROPERTY OPERATED.

Lebanon Springs Railroad, from Chatham, N. Y. to Bennington, Vt., 57.10 miles.

CAPITAL STOCK.

Common: Par value of shares, \$100; total par value authorized, \$2,000,000. Total amount issued and outstanding, not known.

FUNDED DEBT.

First Mortgage Bonds, issued July, 1867, due July, 1897; amount of authorized issue, \$2,000,000; all issued and outstanding; rate, 7 per cent, payable July 1; amount accrued during year, \$140,000.

These bonds bear date July 1, 1867, payable July 1, 1897. The Receiver concludes from inspection of bond in his possession that interest has been paid to the first day of July, 1870. He is not certain of this, however, and has no means of verifying this statement. If his supposition is true, the interest due and unpaid should be interest on \$2,000,000 Bonds, 22 years at 7 per cent, or \$3,080,000.

This Railroad has been in the hands of a Receiver twice since 1880. Interest on the Bonds has not been called for or considered in Receiver's accounting—the whole matter of the validity of the Bonds and Receiver's Certificates being in litigation. This has been done under advice of counsel and will be adhered to until the Receiver is advised differently.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds, amount issued, \$2,000,000; amount outstanding, \$2,000,000; amount of interest accrued during year, \$140,000; nothing paid during year.

RECEIVER'S CERTIFICATES.

Issued November 16, 1891; amount issued and outstanding, \$15,000; amount of interest accrued during year, \$562.50; amount paid during year, nothing; rate 6 per cent.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1892.
Cash.....\$ 4,508 98	Receiver's Certificates...\$15,000 00
Due from Agents..... 2,024 06	Loans and Bills Payable. 2,000 00
Net Traffic Balances due from other Companies. 878 94	Audited Vouchers and Accounts..... 1,464 26
Due from Solvent Com- panies and Individuals 3,837 62	Wages and Salaries..... 3,720 17
Other Cash Assets..... 899 16	Net Traffic Balances due to other Companies... 941 61
Balance—Current Liabil- ities..... 12,719 32	Matured Interest Coupons Unpaid..... 562 50
Total.....\$24,868 08	Miscellaneous..... 1,179 54
	Total.....\$24,868 08

Materials and Supplies on hand, \$3,691.80.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year Included in Op- erating Ex- penses.
Construction :	
Fences.....	\$1,887 90
Bridges and Trestles.....	949 48
Rails.....	708 12
Ties.....	3,409 86
Buildings, Furniture and Fixtures.....	500 00
Total Construction.....	\$7,400 36

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$60,910 69	
Less Operating Expenses.....	70,103 01	
Deficit.....		\$9,192 32
Miscellaneous Income—less Expenses.....	\$570 26	
Income from Other Sources.....		570 26
Deficit.....		\$8,622 06
Deductions from Income:		
Interest on Interest-bearing Current Liabili- ties Accrued, not otherwise provided for...	\$562 50	
Taxes.....	516 09	
Total Deductions from Income..		\$1,078 59
Deficit.....		\$9,700 65
Deficit from Operations of Year ending June 30, 1892.....		9,700 65
Surplus on June 30, 1891.....		1,356 73
Deductions for Year.....		688 60
Deficit on June 30, 1892.....		\$9,027 52

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments Etc.	Actual Earnings.
Passenger :			
Passenger Revenue.....	\$20,339 49		
Total Passenger Revenue....			\$20,339 49
Mail.....			3 596 64
Express.....			900 00
Total Passenger Earning....			\$24,836 13
Freight :			
Freight Revenue.....	\$35,428 56		
Overcharge to Shippers.....		\$128 00	
Total Deductions.....		\$128 00	
Total Freight Revenue.....			\$35,300 56
Total Passenger and Freight Earnings.....			\$60,136 69
Other Earnings from Operation:			
Switching charges—Balance..	\$774 00		
Total Other Earnings.....			\$774 00
Total Gross Earnings from Operation—Entire Line....			\$60,910 69

MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Sale of Old Material.....	\$289 86	\$289 86
Ground rents at Chatham, N. Y., paid by Electric Light Co.....	10 00	10 00
Interest.....	270 40	270 40
Total.....	\$570 26	\$570 26

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures :			
Repairs of Roadway	\$5,801 57	\$11,603 14	\$17,404 71
Renewals of Rails	234 37	468 75	703 12
Renewals of Ties	1,136 62	2,273 24	3,409 86
Repairs of Bridges and Culverts	316 49	632 99	949 48
Repairs of Fences, Road-cross- ings, Signs and Cattle Guards	612 63	1,225 27	1,837 90
Repairs of Buildings	263 43	526 88	790 31
Repairs of Telegraph	91 52	183 05	274 57
Total	\$8,456 63	\$16,913 32	\$25,369 95
Maintenance of Equipment:			
Repairs and renewals of Loco- motives	\$1,064 01	\$2,128 03	\$3,192 04
Repairs and renewals of Pass- enger Cars	1,165 77		1,165 77
Repairs and renewals of Freight Cars		1,910 25	1,910 25
Shop Machinery, Tools, Etc ..	1 33	2 67	4 00
Total	\$2,231 11	\$4,040 95	\$6,272 06
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen	\$1,471 43	\$2,942 86	\$4,414 29
Fuel for Locomotives	2,316 03	4,632 07	6,948 10
Water-supply for Locomotives	115 14	230 29	345 43
All other Supplies for Locomo- tives,	172 55	345 12	517 67
Wages of other Trainmen	1,742 08	3,484 16	5,226 24
All other train supplies	36 25	72 51	108 76
Wages of Switchmen, Flagmen and Watchmen	754 33	1,508 77	2,263 10
Expense of Telegraph, includ- ing Train Dispatchers and Operators	120 00	240 00	360 00
Wages of Station Agents, Clerks and Laborers	1,733 00	3,467 00	5,200 00
Station Supplies	74 67	149 34	224 01
Car Mileage—Balance	200 00	1,328 54	1,528 54
Loss and Damage	48 03	96 08	144 11
Injuries to persons	104 83	209 67	314 50
Other expenses, Hire of Loco- motives	1,455 33	2,910 67	4,366 00
Total	\$10,343 67	\$21,617 08	\$31,960 75

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses :			
Salaries of Officers.....	\$1,420 00	\$2,840 00	\$4,260 00
General Office Expenses and Supplies.....	199 59	399 18	598 77
Rents for Tracks, Yards and Terminals.....	63 33	126 67	190 00
Rents not otherwise provided for.....	66 64	133 28	199 92
Legal Expenses.....	75 98	151 98	227 96
Stationery and Printing.....	91 17	182 35	273 52
Other General Expenses.....	250 02	500 06	750 08
Total.....	\$2,166 73	\$4,333 52	\$6,500 25
Recapitulation of Expenses :			
Maintenance of Way and Structures.....	\$8,456 63	\$16,913 32	\$25,369 95
Maintenance of Equipment....	2,231 11	4,040 95	6,272 06
Conducting Transportation....	10,343 67	21,617 08	31,960 75
General Expenses.....	2,166 73	4,333 52	6,500 25
Grand Total.....	\$23,198 14	\$46,904 87	\$70,103 01
Percentage of Expenses to Earn- ings---Entire Line.....	38	77	115.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Situation of Property Leased.	Name of Company Owning Property Leased.	Item.
Terminals :		
Chatham, N. Y.....	M. & A. Best.....	\$40 00
Petersburg Junct., N. Y.....	Fitchburg R. R. Co.....	120 00
Bennington, Vt.....	Estate of M. Robinson, deceased ..	30 00
Grand Total Rents.....		\$190 00

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	Year Ending Jun. 30, 1892. Increase.	
\$8,222 37	Cash and Current Assets.....	\$12,148 76	\$3,926 39	
3,481 46	Other Assets : Materials and Supplies.....	3,691 80	260 34	
	Profit and Loss.....	9,027 52		
\$11,653 83	Grand Total	\$24,868 08	\$4,186 73	

June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year Ending June 30, 1892.	
			Increase.	Decrease.
\$10,297 10	Current Liabilities.....	\$24,868 08	\$14,570 98	
1,356 73	Profit and Loss.....			\$13,214 25
\$11,653 83	Grand Total... ..	\$24,868 08	\$14,570 98	\$13,214 25

IMPORTANT CHANGES DURING THE YEAR.

No changes, physical or otherwise, have been made during the year.

CONTRACTS, AGREEMENTS, ETC.

The National Express Company pays \$900 per annum for transportation of express matter.

The United States Post-Office Department pays \$3,596.64 per annum for transportation of mails.

No other contracts.

EMPLOYES AND SALARIES—Entire Line.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General Officers :				
Superintendent.....	1	313	\$1,200 00	\$3.83386
Gen. Pass. and Freight Agent.....	1	313	1,200 00	3.83386
Master Mechanic.....	1	313	1,200 00	3.83386
Road Master.....	1	313	960 00	3.06709
General Office Clerks :				
Auditor.....	1	313	900 00	2.87539
Clerk.....	1	313	480 00	1.53322
Time-keeper.....	1	313	480 00	1.53322
Station Agents (two without pay).....	16	4,372	5,558 75	1.24857
Enginemen.....	5	1,101	2,920 61	2.65268
Firemen.....	4	991	1,700 15	1.71559
Conductors.....	3	875	2,134 01	2.43886
Other Trainmen.....	7	1,864	3,092 23	1.65892
Machinists.....	8	1,752	3,623 94	2.06845
Carpenters.....	2	609	1,302 53	2.13880
Other Shopmen.....	2	621	848 90	1.36698
Section Foremen.....	11	3,443	5,340 00	1.55097
Other Trackmen.....	36	9,050	9,946 94	1.09910
Switchmen, Flagmen and Watch- men.....	6	1,773	2,216 20	1.19357
Telegraph Operators and Dispatch- ers.....	3	939	420 00	0.44728
Total (Including "General Offi- cers")—Entire Line.....	110	29,581	\$45,524 26	\$1.53903
Less "General Officers".....	5	1,565	5,460 00	3.48880
Total (Excluding General Officers"), Entire Line.....	105	28,016	\$40,064 26	\$1.43004
Distribution of Above :				
General Administration.....	5	1,565	\$ 5,460 00	\$3.48880
Maintenance of Way and Struc- tures.....	50	13,415	17,549 47	1.30826
Maintenance of Equipment.....	11	2,686	4,472 84	1.66524
Conducting Transportation.....	44	11,915	18,041 95	1.51422
Total (Including "General Offi- cers")—Entire Line.....	110	29,581	\$45,524 26	\$1.53903

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
Number of passengers carried earning revenue.....	65,150			
Number of passengers carried one mile.....	667,983			
Average distance carried.....	10.40			
Total passenger revenue.....		20,339	49	
Average amount received from each passenger.....			31	2.19
Average receipts per passen- ger per mile.....			03	
Estimated cost of carrying each passenger one mile.....			03	7.28
Total passenger earnings.....		24,836	13	
Passenger earnings per mile of road.....		424	95	8.49
Passenger earnings per train mile.....			52	1.73
Freight Traffic :				
Number of tons carried of freight earning revenue.....	40,697			
Number of tons carried 1 mile.....	1,252,151			
Average distance haul of 1 ton.....	30.767			
Total freight revenue.....		35,300	56	
Average amount received for each ton of freight.....			86	7.39
Average receipts per ton per mile.....			02	8.19
Estimated cost of carrying one ton one mile.....			03	7.46
Total freight earnings.....		35,300	56	
Freight earnings per mile of road.....		618	22	2.41
Freight earnings per train mile.....		1	08	9.32
Passenger and Freight :				
Passenger and freight revenue.....		55,640	05	
Passenger and freight revenue per mile of road.....		974	43	0.47
Passenger and freight earnings.....		60,136	69	
Passenger and freight earnings per mile of road.....		1,053	18	1.96

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Gross earnings from operation		60,910	69	
Gross earnings from operation per mile of road.....		1,066	73	7.12
Expenses.....		70,103	01	
Expenses per mile of road....		1,227	72	3.46
Train Mileage :				
Miles run by passenger trains	57,188			
Miles run by freight trains...	32,406			
Total Mileage Trains Earning Revenue.....	89,594			
Miles run by switching trains	9,708			
Grand Total Train Mileage ...	99,302			
Average number freight cars in train.....	12			
Average number loaded cars in train.....	7			
Average number of empty cars in train.....	5			
Average number of tons of freight in train.....	38.63			
Average number of tons of freight in each loaded car.....	5.51			

FREIGHT TRAFFIC MOVEMENT—Entire Line.

Commodity.	Freight Originat- ing on this Road. Whole Tons.	Freight Received from Connect- ing Roads and other Carriers. Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....		2,085	2,085	5.123
Flour.....		508	508	1.351
Other Agricultural Products.....	2,989		2,989	7.244
Products of Animals :				
Live Stock.....		139	139	.341
Dressed Meats.....		807	807	1.982
Products of Mines :				
Coal.....		16,496	16,496	40.535
Ores.....		64	64	.015
Products of Forest :				
Lumber.....	9,880		9,880	24.276
Manufactures :				
Petroleum and Other Oils.....		235	235	.577
Iron, Pig and Bloom.....		349	349	.857
Miscellaneous.....	1,012	3,048	4,050	9.995
Merchandise.....	1,306	919	1,225	3.050
Miscellaneous : Other commodi- ties not mentioned above.....	470	1,400	1,870	4.594
Total Tonnage—Entire Line..	14,657	20,050	40,697	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPPED WITH AUTOMATIC COUPLER.	
		Number	Kind	Number	Kind.
Locomotives:					
Passenger.....	2	2	Air.		
Freight.....					
Leased, Pass. and Frt.	3				
Total Locomotives.	5				
Cars in Passenger Service:					
First-class Passenger Cars.....	2	2	Air.	2	Miller.
Combination Passenger Cars.....	4	4		2	"
Baggage, Express and Postal Cars.....	1	1		1	"
Total.....	7	4	Air.	5	Miller.
Cars in Freight Service:					
Box Cars.....	11				
Total.....	11				
Grand Total Cars..	18			5	Miller.

MILEAGE OF ROAD OPERATED.

Line in Use.	Repre- sented by Capital Stock. Main Line.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of single track.....	57.10	57.10	29.85	27.25
Miles of yard track and sidings..	3.95	3.95	3.95	
Total Mileage Operated (all tracks).....	61.05	61.05	33.80	27.25

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Excluding Trackage Rights.	RAILS.	
			Iron.	Steel.
New York.....	51.18	51.18	24.18	27.00
Vermont.....	5.92	5.92	5.67	.25
Total Mileage Owned (single track)	57.10	57.10	29.85	27.25

RENEWALS OF RAILS AND TIES.

Steel rails laid during year: 28,350 tons; weight per yard, 65 pounds, average price per ton at distributing point, \$25.

Ties laid during year: Oak and chestnut, 9,748; average price at distributing point, 35 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons Bituminous.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger.....	1,070	1,070	57,188	53.44
Freight.....	856	856	32,406	37.85
Switching.....	214	214	9,708	45.83
Total.....	2,140	2,140	99,302	45.98

Average cost of coal at distributing point, \$3.25 per ton.

CHARACTERISTICS OF ROAD.

Working Divisions or Branches, from Chatham, N. Y. to Bennington, Vt., 57.10 miles; number of ascending grades, 8; sum of ascents, 1,302.1 feet; aggregate length of ascending grades, 30.75 miles; number of descending grades, 7; sum of descents, 1,172 feet; aggregate length of descending grades, 26.35 miles.

Bridges :

Number Iron.....	5
Aggregate length.....	609 feet, 4 inches.
Minimum length.....	21 feet, 4 inches.
Maximum length.....	240 feet.
Number Wooden.....	14
Aggregate length.....	785 feet.
Minimum length.....	30 feet.
Maximum length.....	250 feet.

Trestles :

Number.....	7
Aggregate length.....	1,172 feet.
Minimum length.....	49 feet.
Maximum length.....	689 feet.

Overhead Highway Crossings:

Number.....	1
Height of lowest above surface of rail.....	18 feet, 2 inches.

Gauge of Track: 4 feet, 8½ inches; 57.10 miles.

Telegraph :

Miles of line and wire owned by company making this report, 57.10; operated by the Western Union Telegraph Company.

CAR MILEAGE.

Atlantic Coast line.
 Blue Line.
 Canada Southern Line.
 Erie Despatch.
 Great Eastern Line.
 Merchants' Despatch Transportation Line.
 Midland Line.
 National Despatch Line.
 Red Line Transportation Co.
 W. P. Rend & Co.
 White Line Cen. Transportation Co.
 West Shore Line.
 Eastman Heater Car Co.
 Lackawanna Line.
 Cen. Vt. R. W. & O. Line.
 N. Y., W. S. & B. Fast Freight Line.
 Northern and Central Vt. Line.
 W. S. Nickel Plate Line.
 Great Western Despatch Line.
 Hoosac Tunnel Line.
 Central Vermont Special Box.
 Burton Palace Horse Car Co.
 Canadian Pacific Despatch.
 Swift's Refrigerator Line.
 Union Line.
 Grand Trunk Commercial Express.

This report is made in full for the total operations of the Lebanon Springs Railroad, including all receipts and expenses in the State of Vermont and New York, for the year ending June 30, 1892.

From a careful computation made by the officers under me of such receipts and expenditures, the percentage of gross receipts and disbursements on business originating and arising in the State of Vermont is about four (4%) per cent of gross receipts, and the same of gross expenditures.

STATE OF VERMONT, }
County of Bennington. } ss:

We, the undersigned, E. D. Bennett, Superintendent, and W. H. Hawkins, Auditor, of the Lebanon Springs Railroad, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Railroad; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Railroad in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Railroad during the period for which said return is made.

E. D. BENNETT, *Superintendent.*

WM. H. HAWKINS, *Auditor.*

Subscribed and sworn to before
me, this 27th day of September,
1892.

C. H. MASON,

Notary Public.

ANNUAL REPORT

OF THE

MAINE CENTRAL RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report : The Maine Central Railroad Company.

Date of organization: October 28, 1862.

Organized under the laws of the State of Maine.

Special acts of April 1, 1856; March 17, 1862; February 25, 1867; February 18, 1869; February 7, 1872; February 26, 1873; February 27, 1873; February 25, 1874; February 18, 1876; February 19, 1878; Jan. 30, 1885; January 28, 1887; March 13, 1889; February 27, 1891.

A consolidated company.

Androscoggin and Kennebec Railroad Company; charter March 28, 1845.

Penobscot and Kennebec Railroad Company; charter April 5, 1845.

Portland and Kennebec Railroad Company. Founded by foreclosure on Kennebec and Portland Railroad and organized May 20, 1862.

Somerset and Kennebec Railroad Company; charter August 10, 1848.

Androscoggin Railroad Company; charter August 10, 1848.

Leeds and Farmington Railroad Company. Founded by foreclosure of part of Androscoggin Railroad and organized May 11, 1865.

Maine Shore Line Railroad Company; charter March 4, 1881.

European and North American Railway Company; charter August 20, 1850.

Eastern Maine Railroad Company. Foreclosure of Bucksport and Bangor Railroad and organized February 1, 1882.

Portland and Ogdensburg Railway. Foreclosure of Portland and Ogdensburg Railroad Company and organized June 8, 1886.

Dexter and Newport Railroad Company; charter March 30, 1853.

Dexter and Piscataquis Railroad Company; charter October 24, 1888.

Belfast and Moosehead Lake Railroad Company; charter February 28, 1867.

Upper Coos Railroad Company; charter August 23, 1883.

Hereford Railway Company; charter June 23, 1887 and May 4, 1888.

Knox and Lincoln Railway Company; charter August 13, 1849.

Date and authority for each consolidation :

Androscoggin and Kennebec and Penobscot and Kennebec, consolidated with Maine Central Railroad Company, October 28, 1862. See statutes above referred to.

Portland and Kennebec, Somerset and Kennebec, and Leeds and Farmington, merged November 16, 1874. Act of February 26, 1873.

Androscoggin Railroad, June 29, 1871. Lease for 999 years.

Maine Shore Line Railroad, January 28, 1887. Purchased by authority of special law of January 28, 1887.

European and N. America Railway, April 1, 1882. Lease for 999 years.

Eastern Maine Railroad, May 1, 1888. " "

Portland and Ogdensburg Railway, Aug. 20, 1888. " "

Dexter and Newport Railroad, Dec. 13, 1888. " "

Dexter and Piscataquis Railroad, Dec. 30, 1888. " "

Belfast and Moosehead Lake Railroad, May 10, 1871. Lease for 50 years.
 Upper Coös Railroad, May 1, 1890 " 999 "
 Hereford Railway, May 1, 1890 " " "
 Knox and Lincoln Railway, July 20, 1891 " " "
 Knox and Lincoln Railroad Company, chartered August 13, 1849 ;
 sold to Penobscot Shore Line Railway, chartered March 2, 1889 ; name
 of Penobscot Shore Line Railway changed by special law of Maine
 January 21, 1891 to Knox and Lincoln Railway.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Arthur Sewall.....	Bath, Me.....	December, 1892.
Payson Tucker.....	Portland, Me.....	
Frank Jones.....	Portsmouth, N. H.....	
Samuel C. Lawrence.....	Medford, Mass.....	
Joseph S. Ricker.....	Deering, Me.....	
Wm. G. Davis.....	Portland, Me.....	
Chas. A. Sinclair.....	Boston, Mass.....	
William T. Hart.....	" ".....	
Horatio N. Jose.....	Portland, Me.....	
Amos Paul.....	So. Newmarket, N. H.....	
John Ware.....	Waterville, Me.....	
Thomas W. Hyde.....	Bath, Me.....	
Wm. A. French.....	Boston, Mass.....	

Total number of stockholders at date of last election : 669.

Date of last meeting of stockholders for election of directors : December 16, 1891.

Post-office address of general office : Portland, Me.

Post-office address of operating office : Portland, Me.

OFFICERS.

Chairman of the Board—Arthur Sewall, Portland, Me.

President—Arthur Sewall, Portland, Me.

Vice-President—Payson Tucker, Portland, Me.

Secretary, Clerk of Corporation—Josiah H. Drummond, Portland, Me.

Treasurer—Geo. W. York, Portland, Me.

Auditor—Wm. W. Colby, Portland, Me.

General Manager—Payson Tucker, Portland, Me.

Chief Engineer—Wm. A. Allen, Portland, Me.

Assistant Superintendent—E. A. Hall, Portland, Me.

Division Superintendent—Jonas Hamilton, Portland, Me.

" " H. W. Waldron, Lancaster, N. H.

" " W. L. White, Bath, Me.

General Eastern Agent—Geo. A. Alden, Waterville, Me.

Paymaster—Thos. P. Shaw, Portland, Me.

General Freight Agent—W. S. Eaton, Portland, Me.

General Passenger and Ticket Agent—F. E. Boothby, Portland, Me.

General Baggage Agent—H. H. Towle, Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Roads Named.
	From	To		
1. Maine Central Railroad Company.....	Portland	Bangor	136.60	314.23
	Brunswick	Bath	8.90	
	Cumberland	Skowhegan	91.20	
	Leeds Junction	Farmington	36.40	
	Penobscot Junction	Mt. Desert Ferry	41.13	
	Crowleys	Lewiston	4.8	
	Brunswick	Leeds Junction	26.2	
	Newport Junction	Dexter	14.23	
	Dexter	Dover and Foxcroft	16.54	
	Burnham	Belfast	33.13	
3. Androscoggin Railroad Company.....	Bangor	Vanceboro	114.30	499.53
	Orono	Stillwater	3.01	
	Enfield	Montague	3.03	
	Bangor	Bucksport	18.80	
	Portland	Lunenburg	109.10	
	Quebec Junction	Beecher Falls	55.00	
	Beecher Falls	Lime Ridge	53.00	
	Bath	Rockland	48.39	
		Total	813.76	
Dexter and Newport Railroad Co.....				
Dexter and Piscataquis Railroad Co.....				
Belfast and Moosehead Lake Railroad				
European and No. American Railway				
Stillwater Branch				
Enfield				
Eastern Maine Railroad				
Portland and Ogdensburg Railway				
Upper Co's Railroad				
Hereford Railway				
Knox and Lincoln Railway				

PROPERTY OPERATED—Continued.

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of Business.	Title.	State or Territory.
Bar Harbor Ferry	Steam Ferry.	Owned.	Maine.
Bath Ferry	"	Leased.	"

The Maine Central Railroad Company owns and operates as a part of its line, a steam ferry between Mt. Desert Ferry landing and Bar Harbor, $7\frac{1}{16}$ miles; and a steam ferry between Bath and Woolwich, $\frac{1}{10}$ of a mile, for transportation of passengers, freight, mails and express.

Separate accounts of earnings and expenses of these ferries are not kept, but enter into the general accounts of the Company, the same as the earnings and expenses of its rail lines.

CAPITAL STOCK.

Description.	No. of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Capital Stock : Common	50,000	\$100	\$5,000,000	\$4,477,900 00	6%	\$241,968
Manner of Payment for Capital Stock.	Number of Shares Issued During Year.	Cash Realized on Amount Issued During Year.	Total Number of Shares Issued.	Total Cash Realized.	Remarks.	
Issued for Cash: Common.....	8780	\$878,000	8780	\$878,000	Issued for Cash.....	8780 shares
Issued for Consolidation	63		35,999		" Me. Ct. Stock Scrip. 3	"
					" A. & K. R. R. Stock 4	"
					" " " Stock	"
Total.....	8843	\$878,000	44,779	\$878,000	Bonds.....	56
						\$843

Dividends August 15, 1891, 3% on \$3,594,000.....\$107,820
 " Feb'y 15, 1891, " 4,471,600..... 134,148
\$241,968

The amount of capital stock on General Ledger is \$4,487,100. Of this amount \$9,200 has not been used, being exchangeable for securities not yet presented, so that amount of stock on which dividends are paid is \$4,477,900.

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Androsoggin & Ken. R. R. Bonds.....	Jan. 1, '60	Aug. 1, '90 to Sept. 1, '91	\$1,100,000	\$1,100,000	\$ 6,200	No record.
City of Bath Loan.....	" 1, '61	Apr. 1, '93	425,000	425,000	27,600	"
City of Bangor Loan.....	" 1, '69	Jan. 1, '94	1,000,000	1,000,000	1,000,000	"
Portland and Kennebec R. R. Consols.	Apr. 1, '65	Apr. 1, '95	1,500,000	1,166,700	1,166,700	"
Leeds and Farmington Railroad Bonds	July 1, '71	July 1, '96	633,000	633,000	633,000	"
Maine Central 7% Bonds.....	Sep. 1, '68	Sep. 1, '98	1,100,000	756,800	756,800	\$ 782,450 00
" Extension Bonds.....	Oct. 1, '70	Oct. 1, 1900	500,000	496,500	496,500	436,400 00
" Consols.....	Apr. 1, '72	Apr. 1, 1912	9,000,000	3,907,200	3,907,200	3,744,867 00
" ".....	" " " "	" " " "		269,500	269,500	269,500 00
" ".....	" " " "	" " " "		1,497,000	1,497,000	1,602,817 65
" Coll. Trust Bonds.....	June 1, '83	June 1, 1923	700,000	700,000	687,000	706,500 00
Maine Shore Line.....	" " " "	" " " "	750,000	42,000	42,000	52,920 00
			\$16,708,000	\$11,993,700	\$10,489,500	
MISCELLANEOUS OBLIGATIONS.						
Main Central Debentures.....	Aug. 1, '84	Feb. 1, '94	\$ 58,000	\$ 58,000	\$ 58,000	\$ 58,000
" Sinking Fund.....	Feb. 1, '85	" 1, 1905	600,000	600,000	600,000	600,000
" Improvement, Class A.	July 1, '86	July 1, 1916	200,000	200,000	200,000	204,000
" " Class B.	" 1, '87	" 1, 1917	250,000	250,000	250,000	255,000
			\$1,108,000	\$1,108,000	\$1,108,000	
Grand Total.....			\$17,816,000	\$13,101,700	\$11,597,500	

FUNDED DEBT—Continued.

Class of Bond or Obligation.	INTEREST.			
	Rate. Per cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
Androscoggin & Kennebec Railroad Bonds	6	1st of each mo.	\$ 200 00	\$ 5,349 00
City of Bath Loan	6	April & October	1,500 00	5,661 37
City of Bangor Loan	6	January & July	60,000 00	60,000 00
Portland and Kennebec Railroad Consols	6	April & October	70,003 00	69,282 00
Leeds and Farmington Railroad Bonds	6	January & July	37,980 00	37,959 00
Main Central 7% Bonds	7	"	52,976 00	53,221 00
" Extension Bonds	6	April & October	29,790 00	29,325 00
" Consols	7	"	273,504 00	269,748 50
" "	5	"	18,475 01	12,675 00
" "	4½	"	63,837 96	62,910 00
" Coll. Trust Bonds	5	June & Dec.	84,350 00	34,350 00
Maine Shore Line	6	"	2,520 00	2,520 00
			\$640,134 97	\$543,000 87
MISCELLANEOUS OBLIGATIONS—INTEREST.				
Main Central Debenture	5	Feb. & August	\$ 2,900 00	\$ 1,475 00
" Sinking Fund	6	"	36,000 00	36,000 00
" Improvement, Class A	4½	January & July }	20,250 00	21,015 00
" " B	4½			
			\$59,150 00	\$58,490 00
Grand Total			\$699,284 97	\$701,490 87

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Matured during Year.
Mortgage Bonds.....	\$11,993,700	\$10,489,500	\$640,134 97	\$643,000 87
Miscellaneous Obligations.....	1,108,000	1,108,000	59,150 00	58,490 00
Total.....	\$13,101,700	\$11,597,500	\$699,284 97	\$701,490 87

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$148,944 02
Bills Receivable.....	117,500 00
Due from Agents.....	82,802 08
Net Traffic Balances due from other Companies.....	74,943 02
Due from Solvent Companies and Individuals.....	141,591 45
Balance—Current Liabilities.....	330,490 00
Total.....	\$896,270 57

Current Liabilities Accrued to and Including June 30, 1892.

Loans and Bills Payable.....	\$353,000 00
Audited Vouchers and Accounts.....	269,567 46
Wages and Salaries.....	157,922 82
Dividends not Called for.....	10,790 54
Matured Interest Coupons Unpaid (Including Coupons due July 1).....	104,989 75
Total.....	\$896,270 57

Materials and Supplies on hand, \$523,330 10.

From the Grand Total of Bonds,		\$11,597,500
is deducted the amount of Bangor Loan		
to European and No. American Railway	\$1,000,000	
and Bath Loan to Androscoggin Railroad	27,600	1,027,600
		<u>\$10,569,900</u>

these roads being operated under lease and not owned.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Miles.	Amount per Mile of Road.
Capital Stock	\$4,477,900 00	\$4,477,900 00	314.23	\$14,250 39
Bonds	10,569,900 00	10,569,900 00	314.23	33,637 46
Total	\$15,047,800 00	\$15,047,800 00	314.23	\$47,887 85

For MILEAGE OPERATED by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Miles.	Amount per Mile of Road.
Maine Central Railroad	\$4,477,900	\$10,569,900	\$896,270 57	\$15,944,070 57	314.23	\$52,967 79
European and No. American Railway	Not known.	1,000,000	Not known.	1,000,000 00	120.34	8,309 79
Androscoggin Railroad	"	27,600	"	27,600 00	31.00	890 32
Portland and Ogdensburg Railway	4,392,628	2,119,000	"	6,511,628 00	109.10	59,685 13
Dexter and Piscataquis Railroad	Not known.	175,000	"	175,000 00	16.54	10,580 41
Upper Coös Railroad	525,000	897,000	"	1,422,000 00	55.00	25,854 55
Hereford Railway	800,000	800,000	"	1,600,000 00	53.00	30,188 68
Dexter and Newport Railroad	122,000	175,000	"	297,000 00	14.23	20,871 39
Belfast and Moosehead Railroad	Not known.	Not known.	"	"	33.13	"
Eastern Maine Railroad	"	"	"	"	18.80	"
Knox and Lincoln Railway	200,000	1,379,000	"	1,579,000 00	42.39	32,630 71
Total	\$10,737,528	\$17,142,500	\$896,270 57	\$28,556,298 57	813.76	\$35,091 79

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Not Included in Operating Expenses. Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.
Construction :			
Right of Way	\$ 6,576 75		
Other Real Estate	995 00		
Grading and Bridge and Culvert Masonry	33,981 64		
Bridges and Trestles	17,336 97		
Rails	17,188 88		
Ties	3,458 71		
Other Superstructure	4,822 58		
Buildings, Furniture and Fixtures	1,778 98		
Sidings and Yard Extensions	627 06		
Total Construction	\$ 86,766 57	\$ 11,692,277 38	\$ 11,779,043 95
Equipment :			
Freight Cars	\$ 76,500 00		
Total Equipment	\$ 76,500 00	\$ 2,043,301 36	\$ 2,119,801 36
Grand Total Cost Construction, Equipment, Etc.		\$ 13,735,578 74	\$ 13,898,845 31

INCOME ACCOUNT.

Gross Earnings from Operation	\$4,632,031 78
Less Operating Expenses	2,846,835 80
Income from Operation	\$1,785,195 98
Dividends on Stocks owned	\$ 10,162 65
Interest on Bonds owned	4,680 56
Miscellaneous Income—less Expenses	12,412 85
Income from other Sources	\$ 27,256 06
Total Income	\$1,812,452 04

INCOME ACCOUNT—Continued.

Deductions from Income:		
Interest on Funded Debt Accrued	\$699,284 97	
Interest on Interest-bearing Current Liabilities Accrued (not otherwise provided for)	14,477 17	
Rents	567,170 01	
Taxes	83,484 42	
Total Deductions from Income		\$1,364,416 57
Net Income		\$448,035 47
Dividends, 6 per cent., Common Stock		241,968 00
Surplus from Operations of Year ending June 30, 1892		\$206,067 47
Surplus on June 30, 1891		458,163 58
Additions for year		\$18,900 66
Surplus on June 30, 1892		\$683,131 71

EARNINGS FROM OPERATION—Entire Line.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger:			
Total Passenger Revenue			\$ 1,953,777 05
Mail		\$137,126 97	
Express		73,300 00	
Extra Baggage and Storage		17,649 60	\$228,076 57
Total Passenger Earnings			\$ 2,181,853 62
Freight:			
Freight Revenue	\$2,426,378 16		
Total Freight Earnings			\$ 2,426,378 16

EARNINGS FROM OPERATION—Continued.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Total Passenger and Freight Earnings			\$ 4,608,231 78
Rents from Tracks, Yards, and Terminals			23,800 00
Total Other Earnings			\$23,800 00
Total Gross Earnings from Operation			\$ 4,632,031 78

STOCKS OWNED.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Dexter and Newport R. R.	\$ 5,000	7%	\$ 350 00	\$ 5,000 00
Portland and Rochester R. R.	4,700	6%	282 00	4,700 00
Portland and Ogdensburg Ry.	198,180	1½%	3,468 15	79,272 00
Dexter and Piscataquis R. R.	17,000	1½%	62 50	17,000 00
		on \$5,000		
Portland, Mt. Desert and Machias Steamboat Co.	110,000			121,000 00
Portland Union Railway Station Co.	25,000			25,000 00
Sebasticoock and Moosehead Railroad	8,000			8,000 00
St. John Bridge	20,000	5%	1,000 00	1,140 00
Northern Maine Railroad	25,000			27,503 97
Knox and Lincoln Railway	200,000	2½%	5,000 00	200,000 00
Phillips and Rangeley R. R.	12,500			12,500 00
Total	\$625,380		\$ 10,162 65	\$501,115 97

BONDS OWNED.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Penobscot Shore Line Rail- way	\$ 148,000	2%	\$4,680 56	\$148,000 00
European and No. American Railway Bonds.....	891,000			14,166 90
Total.....	\$ 1,039,000		\$4,680 00	\$162,166 90

EXPLANATORY REMARKS.

\$204,000 Penobscot Shore Line Bonds purchased and
56,000 of same sold during year.

INTEREST RECEIVED.

2% on \$204,000.....	\$4,080 00
Accrued Interest on \$56,000 sold.....	600 56
	<u>\$4,680 56</u>

RENTALS RECEIVED.

Tracks: Situation of Property Leased, Mattawamkeag to Vanceboro. Name of Company using Property Leased, Canadian Pacific Railway. Total, \$23,800.

MISCELLANEOUS INCOME.

Item—Rents and Wharfage. Gross Income, \$12,412 85. Net Miscellaneous Income, \$12,412 85.

OPERATING EXPENSES.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Way and Structures :			
Repairs of Roadway	\$228,597 18	\$199,487 43	\$428,084 61
Renewals of Rails	32,035 53	27,956 09	59,991 62
Renewals of Ties	47,115 06	41,115 39	88,230 45
Repairs of Bridges and Culverts	44,158 41	38,535 25	82,693 66
Repairs of Fences, Road-cross- ings, Signs, and Cattle Guards	18,702 30	16,320 74	35,023 04
Repairs of Buildings	47,736 94	41,658 08	89,395 02
Repairs of Docks and Wharves	386 56	337 34	723 90
Other Expenses	6,193 33	5,404 66	11,597 99
Total	\$424,925 31	\$370,814 98	\$795,740 29
Maintenance of Equipment:			
Repairs and renewals of Loco- motives	\$121,243 58	\$105,804 32	227,047 90
Repairs and renewals of Pass- enger Cars	91,365 05		91,365 05
Repairs and renewals of Freight Cars		97,169 53	97,169 53
Shop Machinery, Tools, etc.	8,466 40	10,218 99	18,685 39
Other Expenses	18,654 57	11,511 18	30,165 75
Total	\$239,729 60	\$224,704 02	\$464,433 62
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen	\$103,665 95	\$128,355 65	\$232,021 60
Fuel for Locomotives	143,623 24	218,142 72	361,765 96
Water-supply for Locomotives	9,019 96	7,871 35	16,891 31
All other supplies for Locomo- tives	10,175 27	8,879 54	19,054 81
Wages of other Trainmen	83,316 20	103,600 85	186,917 05
All other train supplies	24,522 91	20,786 89	45,309 80
Wages of Switchmen, Flagmen and Watchmen	40,630 86	35,456 89	76,087 75
Expense of Telegraph, includ- ing Train Dispatchers and Operators	23,534 78	20,537 84	44,072 62

OPERATING EXPENSES—Continued.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Wages of Station Agents, Clerks, and Laborers.....	\$72,010 71	\$131,391 19	\$203,401 90
Station Supplies.....	45,308 08	24,102 86	69,410 94
Car Mileage—Balance.....	20,716 86	60,387 97	81,104 83
Loss and Damage.....	688 61	6,901 44	7,590 05
Injuries to persons.....	8,596 89	7,502 16	16,099 05
Barges, Floats, Tugs, Ferry- boats, expenses of, including Wages, Fuel, and Supplies..	14,085 44	12,291 79	26,377 23
Other expenses.....	20,093 37	26,006 80	46,100 17
Total.....	\$619,989 13	\$812,215 94	\$1,432,205 07
General Expenses:			
Salaries of Officers.....	32,614 46	\$33,910 16	\$66,524 62
General Office Expenses and Supplies.....	9,715 08	10,931 76	20,646 84
Advertising.....	13,911 34	117 00	14,028 34
Commissions.....	970 73	841 11	1,817 84
Insurance.....	4,779 30	4,170 70	8,950 00
Legal Expenses.....	8,755 68	7,640 73	16,396 41
Stationery and Printing.....	10,035 27	2,165 84	12,201 11
Other General Expenses.....	7,418 15	6,473 51	13,891 66
Total.....	\$88,200 01	\$66,256 81	\$154,456 82
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$424,925 31	\$370,814 98	\$795,740 29
Maintenance of Equipment.....	239,729 60	224,704 02	464,433 62
Conducting Transportation.....	619,989 13	812,215 94	1,432,205 07
General Expenses.....	88,200 01	66,256 81	154,456 82
Grand Total.....	\$1,372,844 05	\$1,473,991 75	\$2,846,835 80

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
European and North American Railway ..			\$ 125,500	\$125,500 00
Belfast and Moosehead Lake Railroad.....			36,000	36,000 00
Dexter and Newport Railroad			18,000	18,000 00
Eastern Maine Railroad.			9,500	9,500 00
Portland and Ogdens- burg Railway.....	\$110,299 23	\$ 80,531 52	500	191,330 75
Dexter and Piscataquis Railroad ..	7,000 00	5,920 00	250	13,170 00
Upper Coös Railroad ...	38,610 00	21,000 00	500	60,115 00
Hereford Railway.....	32,000 00	32,000 00	500	64,500 00
Knox and Lincoln Rail- way	43,954 26	5,000 00	100	49,054 26
Total Rents.....				\$567,170 01

OPERATING EXPENSES—Continued.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Wages of Station Agents, Clerks, and Laborers.....	\$72,010 71	\$131,391 19	\$203,401 90
Station Supplies.....	45,308 08	24,102 86	69,410 94
Car Mileage—Balance.....	20,716 86	60,387 97	81,104 83
Loss and Damage.....	688 61	6,901 44	7,590 05
Injuries to persons.....	8,596 89	7,502 16	16,099 05
Barges, Floats, Tugs, Ferry- boats, expenses of, including Wages, Fuel, and Supplies.....	14,085 44	12,291 79	26,377 23
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Total.....	\$619,989 13	\$812,215 94	\$1,432,205 07
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Salaries of Officers.....	32,614 46	\$33,910 16	\$66,524 62
General Office Expenses and Supplies.....	9,715 08	10,931 76	20,646 84
Advertising.....	13,911 34	117 00	14,028 34
Commissions.....	970 73	841 11	1,811 84
Insurance.....	4,779 30	4,170 70	8,950 00
Legal Expenses.....	8,755 68	7,640 73	16,396 41
Stationery and Printing.....	10,035 27	2,165 84	12,201 11
Other General Expenses.....	7,418 15	6,473 51	13,891 66
Total.....	\$88,200 01	\$66,256 81	\$154,456 82
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$424,925 31	\$370,814 98	\$795,740 29
Maintenance of Equipment.....	239,729 60	224,704 02	464,433 62
Conducting Transportation.....	619,989 13	812,215 94	1,432,205 07
General Expenses.....	88,200 01	66,256 81	154,456 82
Grand Total.....	\$1,372,844 05	\$1,473,991 75	\$2,846,835 80

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
European and North American Railway ..			\$ 125,500	\$125,500 00
Belfast and Moosehead Lake Railroad.....			36,000	36,000 00
Dexter and Newport Railroad.....			18,000	18,000 00
Eastern Maine Railroad.			9,500	9,500 00
Portland and Ogdens- burg Railway.....	\$110,299 23	\$ 80,531 52	500	191,330 75
Dexter and Piscataquis Railroad ..	7,000 00	5,920 00	250	13,170 00
Upper Coös Railroad ...	38,610 00	21,000 00	500	60,115 00
Hereford Railway.....	32,000 00	32,000 00	500	64,500 00
Knox and Lincoln Rail- way	43,954 26	5,000 00	100	49,054 26
Total Rents.....				\$567,170 01

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		Assets.		June 30, 1892.		Year Ending June 30, 1892.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
	\$11,692,277 38	Cost of Road.....			\$11,779,043 95	\$ 86,766 57	
	2,043,301 36	Cost of Equipment.....			2,119,801 36	76,500 00	
	276,615 97	Stocks of other companies owned.....			501,115 97	224,500 00	
		Bonds of other companies owned.....			162,166 90	162,166 90	
\$768,333 33		Androscoggin Railroad. Lease.....	\$ 768,333 33				
1,000,000 00		European & No. Am. Ry. ".....	1,000,000 00				
1,008,739 02		Portland & Ogd. Ry. ".....	1,008,739 70				
512,516 34		Portland and Ogdensburg Ry. Improvement.....	514,643 54				
469,442 80		Portland and Ogdensburg Ry. Extension.....	469,442 80				
175,000 00		Dexter and Piscataquis R. R. Lease.....	175,000 00				
49,123 07		Dexter and Piscataquis R. R. Improvement.....	40,556 50				
352,885 01		Upper Coös Railroad, Lease.....	353,448 34				
559,307 50		" " Extension.....	679,181 10				
800,000 00		Hereford Railway, Lease.....	800,500 00				
100,485 90		Coös & Hereford, Improvements.....	35,247 90				

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1891.		Assets.	June 30, 1892.		Year Ending June 30, 1892.
Item.	Total.		Item.	Total.	
		Knox and Lincoln Ry. Lease ..	\$1,416,292 92		
		“ “ Railway Improvement ..	177,007 59		
	\$5,795,852 97	Canadian Extension ..	838 67	\$7,439,232 39	\$1,643,379 42
	534,891 30	Cash and Current Assets ..		565,780 57	30,889 27
		Other Assets :			
\$533,453 34		Materials and Supplies ..	523,330 10		
186,578 09	720,031 43	Sinking Fund ..	216,690 42	740,020 53	19,989 09
	\$ 21,062,970 41	Grand Total ..		\$23,307,161 66	\$2,244,191 25

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1891.		Liabilities.		June 30, 1892.		Year Ending June 30, 1892.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
\$145,844 62	\$3,603,500 00	Capital Stock.....			\$ 4,487,100 00	\$ 883,600 00	
68,679 69	11,541,200 00	Funded Debt.....			11,597,500 00	56,300 00	
16,600 00	1,380,990 52	Current Liabilities.....			896,270 57		\$484,719 95
8,992 00		Accrued Interest on Funded Debt not yet payable.....		\$ 144,181 37			
800,000 00		Accd. Rent not yet payable.....		108,986 01			
1,167,000 00		And. & Ken. R. R. Stock Bonds.....		11,000 00			
173,000 00		Me. Central Int. Scrip.....		8,992 00			
800,000 00		P. & O. R. R. Co. Bonds 6%.....		800,000 00			
347,000 00		P. & O. Ry. Bonds 5%.....		1,319,000 00			
200,000 00		Dexter and Pisc. R. R. Bonds.....		175,000 00			
		Hereford Railway.....		800,000 00			
		Upper Coös Railroad.....		350,000 00			
		" " R. R. Extension.....		547,000 00			
		Penobscot Shore Line R. R. ".....		1,300,000 00			
		Knox & Lincoln Railway ".....		79,000 00			
		Profit and Loss.....					
	\$4,079,116 31				\$5,643,159 38	\$1,564,043 07	
	458,163 58				683,131 71	224,968 13	
	\$ 21,062,970 41	Grand Total.....			\$23,307,161 66	\$2,728,911 20	\$484,719 95

IMPORTANT CHANGES DURING THE YEAR.

Knox and Lincoln Railway leased July 20, 1891, for 999 years. \$843 share capital stock of Maine Central Railroad Company issued.	
Maine Central Railroad Company $4\frac{1}{2}\%$ bonds sold.....	\$ 212,000
Portland and Ogdensburg Railway 5% bonds guaranteed and sold by Maine Central Railroad Company.....	152,000
Knox and Lincoln Railway 5% bonds guaranteed and sold by Maine Central Railroad Company.....	79,000
Penobscot Shore Line Railway bonds assumed by Maine Cen- tral Railroad Company.....	1,300,000
Upper Coös Railroad Company $4\frac{1}{2}\%$ bonds guaranteed by Maine Central Railroad Company and substituted for like amount of Upper Coös Railroad stock.....	200,000
Androscoggin and Kennebec Railroad bonds paid by Maine Central Railroad Company.....	93,600
City of Bath bonds in aid of Androscoggin Railroad paid by Maine Central Railroad Company.....	62,100
Capital Stock of Dexter and Piscataquis Railroad Company purchased.....	12,000
Capital Stock of Knox and Lincoln Railway purchased.....	200,000
“ “ Phillips and Rangeley Railroad “.....	12,500
Penobscot Shore Line Railway Bonds purchased.....	204,000
and of same sold.....	56,000
European and No. American Railway bonds purchased for \$14,166 90 in compromise of claim.....	891,000

CONTRACTS, AGREEMENTS, Etc.

American Express Company pays 5 cents a ton a mile; agreeing to pay \$75,000 a year as a minimum.

No contract as to mails, the Government making the rate.

Pullman's Palace Car Company receives 3 cents per mile for sleeping cars and 2 cents per mile for Parlor cars. The Pullman Company keeping cars in good running order. Wagner Car Company receives 2 cents per mile on all cars, they keeping cars in good running order.

On joint business with Boston and Maine Railroad, that company receives \$2 per ton on freight for or from Boston, Somerville or Chelsea. Way station business divides *pro rata* actual mileage. All such business for or from our Eastern connections, viz: Canadian Pacific Railway (Atlantic Division), Seaboard and Moosehead Railroad, Sandy River Railroad, Somerset Railway, Bangor and Piscataquis Railroad, is included in this arrangement and earnings receive same division. As between Maine Central Railroad and their Eastern connections specific divisions apply on Canadian Pacific Railway (Atlantic Division) traffic; Sandy River, Bangor and Piscataquis, and Seaboard and Moosehead Railroad traffic divides full tariff each Company.

Somerset Railway traffic divides 60 per cent Maine Central Railroad, 40 per cent Somerset Railway.

On traffic between Lewiston and intermediate points and the West via Fast Freight Lines via Northern New England, this Company receives its *pro rata* proportion on actual mileage basis, and 20 cents per ton terminal in addition.

On traffic from Western States to Bath, Rockland and intermediate points via Grand Trunk Railway and Yarmouth Junction, this Company receives a fixed per centage of through rate and an arbitrary of 2 cents per 100 lbs. additional, which arbitrary is made a part of the through rate.

On all business with Boston and Maine Railroad, that Company receives \$1.50 on each passenger to or from Boston, Charlestown, Somerville, Malden and Chelsea, and between all other stations divides *pro rata* on actual mileage.

Portland and Rochester Railroad local business: each road receives its locals; through business is divided same as Boston via Boston and Maine and Grand Trunk Railway. Each Company receives its locals, Sebasticook and Moosehead Railroad. Each road receives its locals.

Bangor and Piscataquis Railroad. Maine Central take 25 cents on each passenger between Bangor and Oldtown. West of Bangor, we add our local rate to Bangor rate, excepting that on all Portland business, we take \$3.50.

Canadian Pacific Railway (Atlantic Division): On unlimited tickets each road receives its locals. On limited tickets, divisions are nearly *pro rata* on actual mileage, after deducting arbitrary for bridge at St. John.

Somerset Railway. We take on Portland passengers \$2.25. Each road its locals on all others.

Sandy River Railroad. Each road receives its locals.

No existing contracts with Steamboat or Steamship Companies.

The Western Union Telegraph Company maintains all telegraph lines on the line of the Maine Central Railroad.

The Railroad Company transports, free of charge, all employees of the Telegraph Company traveling on business of said Company, and also transport and distributes, free of charge, all material for construction, maintenance, operation, repairs and reconstruction of lines and wires and operation of same. Also transacts, free of charge, all commercial business, furnishes office room, light and fuel, excepting at stations where the business is so large that one man cannot attend to both the Railroad and Telegraph Companies' business, when the Telegraph Company pays its own operator.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From	To	Miles.		
And. and Ken. Railroad Bonds -----	Danville Junc.,	Waterville,	54.6	\$ 113 55	None.
Bath Loan to Androscoggin Railroad -----	Brunswick,	Leeds Junc.,	31.	890 32	"
Bangor Loan to E. and N. A. Railway -----	Crowleys,	Lewiston,		18,181 82	"
Portland and Kennebec Consols -----	Bangor,	Winn,	55.	16,204 17	"
Leeds and Farmington Railroad Bonds -----	Portland,	Augusta,	72.	17,390 10	"
Maine Central 7% Loan -----	Brunswick,	Bath,	36.4	6,911 42	"
" " Extension Bonds -----	Leeds Junction,	Farmington,	109.5	17,390 10	"
Maine Central Consols -----	Danville Junc.,	Bangor,	18.3	18,657 35	All Equipment of Me. Central Railroad.
Maine Central Collateral Trust Bonds -----	Portland,	Cumberland Jc.,	304.01	17,724 03	None.
Maine Shore Line Bonds -----	Brunswick,	Bath,			
	Cumberland,	Skowhegan,			
	Leeds Junction,	Farmington,			
	Penobscot Jct.	Mt. Desert Ferry	41.13		

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	15	4,695	\$ 37,284 21	\$7 94
General Office Clerks.....	69	17,544	41,327 82	2 35
Station Agents.....	225	62,588	123,568 99	1 97
Other Station Men.....	366	106,066	160,211 71	1 51
Enginemen.....	145	44,051	132,265 10	3 00
Firemen.....	148	43,678	84,639 14	1 93
Conductors.....	89	24,620	71,644 80	2 91
Other Trainmen.....	345	61,769	110,566 38	1 79
Machinists.....	76	22,044	45,332 98	2 05
Carpenters.....	156	50,833	94,732 28	1 86
Other Shopmen.....	100	27,451	45,726 65	1 66
Section Foremen.....	177	49,993	86,171 01	1 72
Other Trackmen.....	822	191,219	254,452 98	1 33
Switchmen, Flagmen and Watchmen.....	253	79,220	98,451 03	1 24
Telegraph Operators and Dis- patchers.....	44	13,724	22,814 88	1 66
Employees—account Floating Equipment.....	39	6,292	12,647 86	2 01
All other Employees and Laborers.....	1,273	165,818	272,238 20	1 64
Total (Including "General Officers").....	4,342	971,605	\$1,694,076 02	\$1 74
Less "General Officers".....	15	4,695	37,284 21	7 94
Total (Excluding "General Officers").....	4,327	966,910	\$1,656,791 81	\$1 71
Distribution of Above:				
General Administration.....	84	22,239	78,612 03	\$3 53
Maintenance of Way and Structures.....	1,563	386,639	579,868 38	1 49
Maintenance of Equipment.....	310	91,907	171,000 47	1 86
Conducting Transportation.....	2,385	470,820	864,595 14	1 83
Total (Including "General Officers")—Entire Line....	4,342	971,605	\$1,694,076 02	\$1 74
Less "General Officers".....	15	4,695	37,284 21	7 94
Total (Excluding "General Officers")—Entire Line.....	4,327	966,910	\$1,656,791 81	\$1 71

PASSENGER AND FREIGHT. AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE, AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	2,088,573			
Number of passengers carried one mile.....	82,432,126			
Average distance carried.....	39.46			
Total passenger revenue.....		1,953,777	05	
Average amount received from each passenger.....			93	5.46
Average receipts per passenger per mile.....			02	3.70
Estimated cost of carrying each passenger one mile.....			01	6.65
Total passenger earnings.....		2,181,853	62	
Passenger earnings per mile of road.....		2,681	20	0.38
Passenger earnings per train mile.....		1	37	9.39
Freight Traffic :				
Number of tons carried of freight earning revenue....	1,880,111			
Number of tons carried one mile.....	146,030,405.76			
Average distance haul of one ton.....	77.67			
Total freight revenue.....		2,426,378	16	
Average amount received for each ton of freight.....		1	29	0.55
Average receipts per ton per mile.....			01	5
Estimated cost of carrying one ton one mile.....			00	9.63
Total freight earnings.....		2,426,378	16	
Freight earnings per mile of road.....		2,981	68	7.67
Freight earnings per train mile.....		1	75	4.89

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE, AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight :				
Passenger and freight revenue		4,380,155	21	
Passenger and freight revenue per mile of road.....		5,882	61	3.66
Passenger and freight earn- ings.....		4,608,231	78	
Passenger and freight earn- ings per mile of road.....		5,662	88	8.05
Gross earnings from operation.		4,632,031	78	
Gross earnings from operation per mile of road.....		5,692	13	5.00
Expenses.....		2,846,835	80	
Expenses per mile of road.....		3,498	37	2.74
Train Mileage :				
Miles run by passenger trains.....	1,581,745			
Miles run by freight trains.....	1,383,035			
Total Mileage Trains Earning Revenue.....	2,964,780			
Miles run by switching trains.....	921,195			
Miles run by construction and other trains.....	208,525			
Grand Total Train Mileage	4,094,500			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on this Road.	Freight Received from Connect- ing Roads and other Carriers. • Whole Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain	11,117	165,793	176,910	9.4
Flour	3,599	79,212	82,811	4.4
Other Mill Products	9,404	23,368	32,772	1.7
Hay	61,645	5,575	67,220	3.6
Tobacco	747	251	998	0.053
Cotton		10,594	10,594	0.6
Fruit and Vegetables	32,953	34,004	66,957	3.6
Products of Animals :				
Live Stock	10,026	5,160	15,186	0.8
Dressed Meats	6,590	5,650	12,240	0.650
Other Packing-house Products	4,597	2,708	7,305	0.4
Poultry, Game, and Fish	3,412	1,600	5,012	0.3
Wool	4,171	5,341	9,512	0.5
Hides and Leather	9,290	6,985	16,275	0.9
Products of Mines :				
Anthracite Coal	60,685	80,940	141,625	7.5
Bituminous Coal	2,610	16,510	19,120	1.0
Ores	1,822	7,490	9,312	0.5
Stone, Sand, and other like articles	73,850	12,225	86,075	4.6
Products of Forest :				
Lumber	423,607	82,245	505,852	26.9
Manufactures :				
Petroleum and Other Oils	18,411	5,955	24,366	1.2
Sugar	6,289	7,410	13,699	0.7
Naval Stores	303	212	515	0.027
Iron, Pig and Bloom	2,408	4,608	7,016	0.4
Iron and Steel Rails		3,895	3,895	0.2
Other Castings and Machinery	6,145	7,420	13,565	0.7
Bar and Sheet Metal	4,822	2,802	7,624	0.4
Cement, Brick, and Lime	36,590	21,375	57,965	3.1
Agricultural Implements	2,764	2,412	5,176	0.3
Wagons, Carriages, Tools, etc.	4,140	3,850	7,990	0.4
Wines, Liquors, and Beers	979	1,934	2,913	0.2
Household Goods & Furniture	6,626	2,110	8,736	0.5
Merchandise	123,786	66,711	190,497	10.1
Miscellaneous: Other commod- ities not mentioned above...	234,033	36,345	270,378	14.4
Total Tonnage—Entire Line..	1,167,421	712,690	1,880,111	100

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger	2	61	60	53 Westinghouse.	.	
Freight.....	3	62	24	7 New York.		
Switching.....	2	23	6	Westinghouse.		
Total Locomotives.....	7	146				
Cars in Passenger Service:						
First-class Passenger Cars.....	14	119	119	Westinghouse.	119	Miller Coupler.
Second-class Passenger Cars.....		5	5	"	5	"
Combination Passenger Cars.....		13	13	"	13	"
Baggage, Express and Postal Cars.....	5	55	55	"	55	"
Other Cars in Passenger service.....	6	6	6	"	6	"
Total.....	25	198	198		198	
Cars in Freight Service:						
Box Cars.....	198	1,005				
Flat Cars.....	147	1,571				
Stock Cars.....	1	86				
Coal Cars.....	50	150				
Refrigerator Cars.....		14				
Total.....	391	2,826				

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in Company's Service :						
Gravel Cars.....		70				
Derrick Cars.....	2	9				
Caboose Cars.....	12	60				
Other road Cars.....	13	119				
Total.....	27	258				
Cars contributed to Fast Freight Line Service.....		50				
Total Cars Owned.....		3,832				
Grand Total Cars.....		3,832				

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
				Iron.	Steel.
Miles of single track...	314.23	499.53	813.76	33.04	780.72
Miles of second track ..	18.60		18.60		18.60
Miles of yard track and sidings	105.65	90.84	196.49	130.19	66.30
Total Mileage Operated (all tracks)	438.48	590.37	1,028.85	163.23	865.62

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated Under Lease.	Total Mileage, Excluding Trackage Rights.	RAILS.	
				Iron.	Steel.
Maine	314.23	333.53	647.76	33.04	614.72
New Hampshire		99.15	99.15		99.15
Vermont		13.85	13.85		13.85
Dominion of Canada ...		53.00	53.00		53.00
Total Mileage Operated (single track) ..	314.23	499.53	813.76	33.04	780.72

Mileage owned by road making this Report: Main line, 314.23.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	TRAINMEN.		SWITCHMEN, FLAG- MEN AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Injured.		Killed.	Injured.	Killed.	Injured.
Coupling and Uncoupling.....		16	1				1	17
Falling from Trains and Engines	1							
Overhead Obstructions.....		1				1		1
Collisions.....						1		1
Other Train Accidents.....						1		1
Other Causes.....			1		2	1	2	3
Total.....	1	17	2		2	3	3	22
	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
*Other Train Accidents.....					1		1	
At Highway Crossings					4	9	4	9
Other Causes.....	4		7	3		1	7	8
Total.....	4		7	3	5	10	12	17

* Other than Collisions or Derailments.

ACCIDENTS TO PERSONS—Continued.

John Sweet, switchman, stumbled and fell under car and had foot crushed.

Geo. Douglass, carpenter, accidentally stepped in front of train and was killed.

Andrew R. Morrison, section man, struck by train while tending switch and killed.

B. F. Emery, while running scraper had arm fractured by scraper catching guard rail.

Geo. F. Cutting, car inspector, struck by crank of derrick while unloading cars, leg fractured.

Stephen McPhee, passenger, fell from rear end of train and seriously injured.

G. J. Allen, passenger, fell from door of baggage car and injured.

Mrs. Otis Christie, passenger; lamp dropped from socket, striking and injuring her slightly.

Leslie Vinal, passenger, fell from car and badly injured.

John Haley, trespasser, walking on track, struck by train and killed.

Chas. D. Labree, " " " " " "

Gilbert Baker, " " " " " "

Chas. Banks, " " " " " "

E. W. Mills, " while deranged, jumped in front of " "

Unknown trespasser, an Indian woman, found beside track. Probably struck by train and killed.

Wm. Bayne, trespasser, attempted to jump on train, fell and was killed.

— Barnes, " boy 5 years old, playing beside track, struck by train and seriously injured.

Michael Foy, trespasser, walking on track, struck by train and badly injured.

Sylvania Smith, " " " " " " badly injured.

Michael McGrath, newsboy; train parted, threw him from car and he was killed.

Mary Austin, horse frightened by cars, overturned carriage and threw her out; badly injured.

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.		Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.	Feet.	In.	Feet.	In.			Feet.	In.
Bridges :								Overhead Highway Crossings :			
Iron.....	112	15,483	7	25		913	2	Bridges	37	14	6
Wooden.....	56	8,979	11	24		1,661	0	Total.....	37		
Combination (Part of span wood and part iron).....	2	1,127	1	387	6	739	7	Overhead Railway Crossings :			
Total.....	170	25,590	7			3,525	0	Bridges	1	15	6
Trestles :						517	6				
Wooden.....	43	15,140	10	21							
Iron.....	2	1,002	6	485							

Gauge of all Track, 4 feet, 8½ inches.

CAR MILEAGE.

Individuals, Co-operative Fast Freight Lines and Stock Companies to which the company making this Report pays Mileage for the use of cars:

Eastern Rolling Stock Co., Bangor, Me.
 Consolidated Rolling Stock Co., Bridgeport, Conn.
 American Refrigerator Trans. Co.
 Armour Refrigerator Line.
 Arms Palace Horse Car Co.
 Blue Line.
 Burton Stock Car Co.
 Canadian Pacific Despatch.
 Canada Southern Line.
 Canada Cattle Car Co.
 Chicago Refrigerator Car Co.
 Cutting Car Co.
 Eastman Freight Car Heater Co.
 Empire Line.
 Erie Despatch Line.
 Excelsior Palace Horse Car Co.
 Fall Brook Coal Co.
 Fairfield Chemical Co.
 Fall Mountain Paper Co.
 Great Eastern Line.
 Grossman Palace Horse Car Co.
 Green and Johnson.
 Hall Granite Co.
 Hammond Refrigerator Line.
 Iron Car Express Coal Line.
 Kanawah Valley Roll. Stock Line.
 Keystone Palace Horse Car Co.
 Manhattan Oil Co.
 Merchant's Despatch Line.
 Midland Line.
 Morris Refrigerator Line.
 National Despatch Line.
 Nelson, Morris & Co.
 Nickel Plate Line.
 Portland Kerosene Oil Co.
 Red Line.
 Rend, W. P., & Co.
 Shore Line.
 Southern Iron Car Line.
 Street's Stable Car Line.
 Swift's Refrigerator Line.
 Union Line.
 Vandalla Line.
 Vannah, Chute & Co.
 White Line.

STATE OF MAINE, }
County of Cumberland. } ss:

We, the undersigned, Payson Tucker, Vice President, and General Manager, and William W. Colby, General Auditor, of the Maine Central Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

PAYSON TUCKER,
Vice President and Gen'l Manager.
W. W. COLBY, *General Auditor.*

Subscribed and sworn to before me,
this 12th day of September, 1892.

HORACE G. PARKMAN,
Justice of the Peace.

ANNUAL REPORT
OF THE
MONTPELIER AND WELLS RIVER RAILROAD,
FOR THE YEAR ENDING MARCH 31, 1892.
HISTORY.

Name of common carrier making this report: Montpelier and Wells River Railroad.

Date of organization: January 1, 1877. Date of charter, November 6, 1867.

Organized under the laws of the State of Vermont.

Original corporation: Montpelier and Wells River Railroad Company. Reorganized under the General Laws of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
D. R. Sortwell.....	East Cambridge, Mass.	Last Thursday in May, 1893.
A. F. Sortwell.....	East Cambridge, Mass.	
Joel Foster.....	Montpelier, Vt.....	
S. C. Shurtleff.....	Montpelier, Vt.....	
J. W. Brock.....	Montpelier, Vt.....	

Total number stockholders at date of last election: 36.

Date of last meeting of stockholders for election of directors: May 26, 1892.

Post-office address of general office: Montpelier, Vt.

Post-office address of operating office: Montpelier, Vt.

OFFICERS.

Chairman of the Board—President.

President—D. R. Sortwell, Montpelier, Vt.

Vice-President—A. F. Sortwell, Montpelier, Vt.

Secretary and Treasurer—Joel Foster, Montpelier, Vt.

Attorney, or General Counsel—S. C. Shurtleff, Montpelier, Vt.

Auditor—F. W. Morse, Montpelier, Vt.

General Manager—W. A. Stowell, Montpelier, Vt.

Chief Engineer—Asa Howe, Montpelier, Vt.

General Freight Agent—F. W. Morse, Montpelier, Vt.

General Passenger Agent—F. W. Morse, Montpelier, Vt.

General Ticket Agent—F. W. Morse, Montpelier, Vt.

General Baggage Agent—F. W. Morse, Montpelier, Vt.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Montpelier and Wells River Railroad.....	Montpel'r, Vt.	Wells R. Vt...	38.20
Montpelier and Wells River Railroad.....	Sabin's Cross'g	Barre Trans...	1.50
Barre Branch Railroad.....	Barre Trans...	Barre, Vt.....	3.80
Total.....			43.50

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From	To			
Barre Branch R.R.	Barre Transfer.	Barre.	Montpelier and Wells River R. R.	Lease	3.80

Barre Branch Railroad, extending from Barre Transfer to Barre, Vt., 3 8-10 miles. Leased to the Montpelier and Wells River Railroad.

The capital stock of Barre Branch Railroad is \$80,000. The Montpelier and Wells River Railroad agrees to pay 6 per cent per annum on the stock of Barre Branch Railroad.

The Barre Branch Railroad has no rolling stock of its own of any kind. Lease commenced June 1st, 1889. Stock all owned by D. E. Sortwell, President of Montpelier and Wells River Railroad.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common.....	16,000	\$50 00	\$800,000 00	All.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Remarks.

Original bonds issued by the Montpelier and Wells River Railroad Company, \$800,000, converted into stock when Company was reorganized, January 1st, 1877. Original capital stock was \$400,000 in stock, \$800,000 in bonds. Interest was defaulted for several years when the holders of the bonds foreclosed and took the road, making face of bonds the capital stock. No debt on Road.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$ 9,809 75
Due from Agents.....	590 41
Total.....	\$10,400 16

Current Liabilities Accrued to and Including June 30, 1892.

Loans and Bills Payable.....	\$ 5,000 00
Net Traffic Balances due to other Companies.....	1,576 04
Balance—Cash Assets.....	3,824 12
Total.....	\$10,400 16

Materials and Supplies on hand, \$17,983.09.

RECAPITULATION.

Capital Stock—Total Amount Outstanding, \$800,000 00.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

No Construction Account, all improvements charged in Operating Expenses.

No Equipment Account, all charged in Operating Expenses.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$135,020 99	
Less Operating Expenses.....	132,210 24	
Income from Operation.....	\$ 2,810 75	
Total Income.....		\$ 2,810 75
Deductions from Income:		
Taxes.....	3,219 73	
Other Deductions, Plainfield Improvement Company.....	200 00	
Total Deductions from Income.....		3,419 73
Deficit.....		\$ 608 98
Total.....		608 98

INCOME ACCOUNT—Continued.

Deficit from Operations of Year Ending June 30, 1892.....	\$ 608 98
Surplus on June 30, 1891.....	15,381 89
Additions for Year.....	6,984 30
Surplus on June 30, 1892.....	\$21,757 21

No means of knowing what the earnings of Barre Branch Railroad are, as they are not kept separate.

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger :		
Passenger Revenue.....	\$53,634 14	\$ 53,634 14
Total Passenger Revenue....		
Mail.....		3,102 41
Express.....		1,800 00
Total Passenger Earnings..		\$58,536 55
Freight :		
Freight Revenue.....	74,563 15	
Total Freight Revenue....		\$ 74,563 15
Total Freight Earnings....		\$ 74,563 15
Total Passenger and Freight Earnings.....		\$133,099 70
Other Earnings from Operation :		
Car Mileage—Balance.....	644 28	
Rents not otherwise provided for.....	1,277 01	
Total other Earnings.....		\$ 1,921 29
Total Gross Earnings from Operation.....		\$135,020 99

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic. 44 %	Chargeable to Freight Traffic. 56 %	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$9,766 99	\$12,430 71	\$22,197 70
Renewals of Rails.....	4,731 33	6,008 84	10,730 07
Renewals of Ties.....	2,264 40	2,881 97	5,146 37
Repairs of Bridges and Culverts.....	2,929 52	3,728 49	6,658 01
Repairs of Fences, Road-crossings, Signs, and Cattle Guards.....	239 75	305 15	544 90
Repairs of Buildings.....	2,250 74	2,864 57	5,115 31
Other Expenses.....	2,791 84	3,553 25	6,345 09
Total.....	\$24,964 47	\$31,772 98	\$56,737 45
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$4,965 07	\$6,319 17	\$11,284 24
Repairs and renewals of Passenger Cars.....	2,230 51	2,838 82	5,069 33
Repairs and renewals of Freight Cars.....	2,291 59	2,916 58	5,208 17
Shop Machinery, tools, etc.	701 20	892 44	1,593 64
Total.....	\$10,188 37	\$12,967 01	\$23,155 38
Conducting Transportation:			
Wages of Enginemen, Firemen, and Round-house men.....	\$ 3,855 41	\$4,906 89	\$ 8,762 30
Fuel for Locomotives.....	7,276 85	9,261 44	16,538 29
Water-supply for Locomotives.....	155 87	198 38	354 25
All other Supplies for Locomotives.....	743 95	946 84	1,690 79
Wages of other Trainmen.....	3,358 25	4,274 13	7,632 38
Wages of Switchmen, Flagmen and Watchmen.....	176 18	224 22	400 40
Wages of Station Agents, Clerks and Laborers.....	2,504 31	3,187 30	5,691 61
Switching Charges—Bal..	85 80	109 20	195 00
Car Mileage—Balance.....	309 84	394 35	704 19
Loss and Damage.....	248 08	315 73	563 81
Other Expenses.....	370 46	471 49	841 95
Total.....	\$19,085 00	\$24,289 97	\$43,374 97

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic. 44 %	Chargeable to Freight Traffic. 56 %	Total.
General Expenses:			
Salaries of Officers.....	\$1,584 00	\$2,016 00	\$3,600 00
Salaries of Clerks.....	719 40	915 60	1,635 00
Advertising.....	30 68	39 05	69 73
Insurance.....	324 77	413 34	738 11
Legal Expenses.....	220 00	280 00	500 00
Stationery and Printing..	668 78	851 17	1,519 95
Other General Expenses...	387 05	492 60	879 65
Total.....	\$3,934 68	\$5,007 76	\$8,942 44
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$24,964 47	\$31,772 98	\$56,737 45
Maintenance of Equipment	10,188 37	12,967 01	23,155 38
Conducting Transportation	19,085 00	24,289 97	43,374 97
General Expenses.....	3,934 68	5,007 76	8,942 44
Grand Total.....	\$58,172 52	\$74,037 72	\$132,210 24
Percentage of Expenses to Earnings—Entire Line...	43	54.9	97.9
Total.....	\$58,172 52	\$74,037 72	\$132,210 24
Percentage of Expenses to Earnings—Vermont.....	43	54.9	97.9

RENTALS PAID.

Barre Branch Railroad. No rent paid up to date of making this report, March 31, 1892.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.	Assets.	June 30, 1892.
Total.		Total.
\$800,000 00	Cost of Road.....	\$800,000 00
9,473 45	Cash and Current Assets.....	10,400 16
20,207 28	Other Assets:	17,933 09
	Materials and Supplies.....	
\$829,680 73	Grand Total.....	\$827,333 25
June 30, 1891.	Liabilities.	June 30, 1892.
Total.		Total.
\$800,000 00	Capital Stock.....	\$800,000 00
14,298 84	Current Liabilities.....	6,576 04
15,381 89	Profit and Loss.....	21,757 21
\$829,680 73	Grand Total.....	\$827,333 25

IMPORTANT CHANGES DURING THE YEAR.

A second track built from Sabin's Crossing to Barre Transfer, a distance of $1\frac{1}{2}$ miles.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, \$150 per month.

United States Mail, \$3,290 per year.

Western Union Telegraph Company own the wires, poles and instruments of telegraph line; our agents do the operating for them free of charge in consideration of which we are granted free use of wire and instruments for train service and other railroad business.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers.....	3	942	\$ 3,840 00	\$4 07
General Office Clerks.....	2	628	1,395 00	2 22
Station Agents.....	9	2,826	3,822 00	1 35
Other Station Men.....	4	1,256	1,869 61	1 49
Enginemen.....	7	2,198	4,894 30	2 22 $\frac{1}{2}$
Firemen.....	6	1,884	2,690 50	1 42 $\frac{1}{2}$
Conductors.....	5	1,570	3,449 00	2 19
Other Trainmen.....	8	2,512	4,183 38	1 66 $\frac{1}{2}$
Machinists.....	2	628	1,606 50	2 55 $\frac{1}{2}$
Carpenters.....	5	1,570	3,218 50	2 05
Other Shopmen.....	2	628	942 00	1 50
Section Foremen.....	9	2,826	4,229 00	1 50
Other Trackmen.....	27	8,478	12,620 01	1 48 $\frac{1}{2}$
Switchmen, Flagmen and Watchmen.....	4	1,256	1,617 90	1 29
Total (Including "General Officers").....	93	29,202	\$50,377 70	\$1 72 $\frac{1}{2}$
Less "General Officers".....	3	942	3,840 00	—
Total (Excluding "General Officers").....	90	28,260	\$46,537 70	\$1 64 $\frac{1}{2}$
Distribution of Above:				
General Administration.....	3	942	3,840 00	4 07
Maintenance of Way and Structures.....	36	11,304	16,849 01	1 49
Maintenance of Equipment.....	9	2,826	5,767 00	2 03
Conducting Transportation.....	45	14,130	23,921 69	1 69
Total (Including "General Officers").....	93	29,202	\$50,377 70	\$1 72 $\frac{1}{2}$
Less "General Officers".....	3	942	3,840 00	—
Total (Excluding "General Officers").....	90	28,260	\$46,537 70	\$1 64 $\frac{1}{2}$
Total (Including "General Officers")—Entire Line.....	93	29,202	\$50,377 70	\$1 72 $\frac{1}{2}$

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVENUE, AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
Number of passengers car- ried earning revenue.	167,342			
Number of passengers car- ried one mile.....	2,151,896			
Average distance carried...	12½			
Total passenger revenue....		53,634	14	
Average amount received from each passenger.....			32	.03
Average receipts per pas- senger per mile.....			02	4.92
Estimated cost of carrying each passenger one mile..			02	7.03
Total passenger earnings....		58,536	55	
Passenger earnings per mile of road.....		1,345	67	
Passenger earnings per train- mile.....			59	4.94
Freight Traffic :				
Number of tons carried of freight earning revenue ..	77,262			
Number of tons carried one mile.....	2,395,122			
Average distance haul of one ton.....	31			
Total freight revenue.....		74,563	15	
Average amount received for each ton of freight.....			96	5.06
Average receipts per ton per mile.....			03	1.13
Estimated cost of carrying one ton one mile.....			03	0.91
Total freight earnings.....		74,563	15	
Freight earnings per mile of road.....		1,714	09	.5
Freight earnings per train- mile.....		2	64	6.89
Passenger and Freight:				
Passenger and freight earnings		133,099	70	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE, AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight earn- ings per mile of road.....		3,059	76	
Gross earnings from opera- tion.....		135,020	99	
Gross earnings from opera- tion per mile of road.....		3,103	93	
Expenses.....		132,210	24	
Expenses per mile of road..		3,039	31	
Train Mileage :				
Miles run by passenger trains	89,000			
Miles run by mixed trains ..	37,560			
Total Mileage Trains Earning Revenue.....	126,560			
Miles run by switching trains	18,770	Approximately		
Miles run by construction and other trains.....	18,883			
Grand Total Train Mileage	164,213			

Freight Traffic Movement, no means of knowing.

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.
Locomotives:	
Passenger.....	3
Freight.....	3
Total Locomotives.....	6

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Total Number at End of Year.
Cars in Passenger Service:	
First-class Passenger Cars.....	3
Combination Passenger Cars.....	1
Baggage, Express and Postal Cars.....	3
Total.....	7
Cars in Freight Service:	
Box Cars.....	34
Flat Cars.....	69
Stock Cars.....	3
Coal Cars.....	1
Refrigerator Cars.....	4
Other Cars.....	1
Total.....	112
Cars in Company's Service:	
Derrick Cars.....	1
Caboose Cars.....	1
Snow Plow.....	1
Total.....	3
Total Cars Owned.....	122
Grand Total Cars.....	122

Locomotives equipped with Westinghouse Train Brake.
 Cars in Passenger Service equipped with Westinghouse Train Brake
 and Miller Automatic Coupler.

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock.	Line Oper- ated Under Lease.	Total Mileage Oper- ated.	RAILS.	
				Iron.	Steel.
Miles of single track..	38.20	3.80	42.00		42.00
Miles of second track..	1.50		1.50		1.50
Miles of yard track and sidings.....	6.50 Estimated	1	7.50	7.50	
Total Mileage Operated (all tracks).....	46.20	4.80	51.00	7.50	43.50

MILEAGE OF LINE BY STATES AND TERRITORIES.

I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.	Line Operated Under Lease.	Total Mileage, Excluding Trackage Rights.	Rails.
	Main Line.			Steel.
Vermont.....	38.20	3.80	42.00	42.00
Total Mileage Operated (single track).....	38.20	3.80	42.00	42.00

II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Main Line represented by capital stock, 39.70 miles. Total mileage, excluding trackage rights, 39.70 miles. Steel rails, 39.70.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Dis- tributing Point.	Kind.	Number	Average Price at Distribut- ing Point.
Steel	326	60 lbs.	\$33 19	Hemlock Tamarack Cedar	8,339 9,117 1,514	Cannot say.
Total Steel..	326	60 lbs.	\$33 19	Total,	18,970	
						\$27 $\frac{1}{2}$ each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous.	Hard.	Soft.			
Passenger...	1,877			1,877	89,000	42
Freight.....	560 $\frac{3}{10}$	437	282	992 $\frac{3}{8}$	37,560	52.8
Switching...	269 $\frac{4}{10}$	105	72	375 $\frac{4}{10}$	18,770*	40.
Construction.	205	179 $\frac{1}{2}$	106	377 $\frac{1}{2}$	18,883*	40.
Total....	2,911 $\frac{7}{10}$	721 $\frac{1}{2}$	460	3,632 $\frac{3}{8}$	164,213	44.
Average Cost At Distributing Point.	\$4 30	\$3 40				

* Approximately.

CHARACTERISTICS OF ROAD.

From Montpelier to Wells River, 38.20 miles. Aggregate length of curved line, 20.20 miles. Ascending grades: Sum of Ascents, 9.12 feet; Aggregate length of ascending grades, 19.60 miles. Descending grades. Sum of Descents, 9.18 feet; Aggregate length of descending grades, 18.60 miles. From Sabin's Crossing to Barre Transfer, 1.50 miles. From Barre Junction to Barre, 3.80 miles. Total number of miles, 43.50.

Bridges:

Number Wooden.....	12
Aggregate length.....	2,097 feet, 3 inches.
Minimum length.....	35 feet, 6 inches.
Maximum length.....	152 feet, 6 inches.

Trestles:

Number.....	2
Aggregate length.....	328 feet.
Minimum length.....	103 "
Maximum length.....	225 "

Overhead Highway Crossings:

Number Bridges.....	3
Height of lowest above surface of rail.....	13 feet, 6 inches.

Gauge of Track: 4 feet, 8 $\frac{1}{2}$ inches. 39.70 miles.

TELEGRAPH.

Owned and operated by Western Union Telegraph Company, 38.20 miles of wire.

CAR MILEAGE.

National Despatch Car Company, Canadian Pacific Despatch Line, Great Eastern Line, White Line, Red Line, Blue Line, Canada Southern Line, Nickel Plate Line, Erie Despatch Company, R., W. and O. Line.

STATE OF VERMONT, }
County of Washington, } ss:

I, the undersigned, F. W. Morse, Cashier of the Montpelier and Wells River Railroad, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, so far as known, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Railroad during the period for which said return is made.

F. W. MORSE, *Cashier.*

Subscribed and sworn to before me,
this 2d day of Sept., 1892.

S. C. SHURTLEFF,

Notary Public.

ANNUAL REPORT

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: New London Northern Railroad Company.

Date of organization: May 31, 1860.

Organized under the Laws of the States of Massachusetts and Connecticut.

Operated by the Central Vermont Railroad Company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Robert Coit.....	New London, Conn....	February 1, 1893.
Augustus Brandegee ..	"	
Jonathan N. Harris ..	"	
Benjamin Stark.....	"	
C. A. Williams.....	"	
Thomas Ramsdell....	Windham, Conn.....	
C. H. Osgood.....	Norwich, Conn.....	
James A. Rumrill	Springfield, Mass....	
Thomas B. Eaton.....	Worcester, Mass.....	

Total number of stockholders at date of last election: 322.

Date of last meeting of stockholders for election of directors: Feb. 2, 1892.

Post-office address of general office: New London, Conn.

Post-office address of operating office: St. Albans, Vt.

OFFICERS.

President—Robert Coit, New London, Conn.

Secretary—J. A. Southard, New London, Conn.

Treasurer—Robert Coit, New London, Conn.

Attorney, or General Counsel—Augustus Brandegee, New London, Conn.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From	To			
New London Northern ----- Brattleboro and Whitehall..	New London, Conn.... Brattleboro, Vt.....	Brattleboro, Vt..... Londonderry, Vt....	{ Central Vermont } Railroad Co.	Lease. "	121 96
				Total Mileage...	157

Leased to Central Vermont Railroad Company for 99 years from December 1st, 1891, at a rental of \$210,000 per annum.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock : Common	20,000	\$100 00	\$2,000,000 00	\$1,500,000 00	7 and 8 per cent.	\$108,750 00
Total.....	20,000	\$100 00	\$2,000,000 00	\$1,500,000 00		\$108,750 00
Manner of Payment for Capital Stock.					Total Cash Realized.	
Issued for Cash : Common.....					\$ 340,673 33	
Issued for Bonds.....					1,102,660 00	
Issued for Stock of Amherst, Belchertown and Palmer Railroad.....					56,666 67	
Total.....					\$1,500,000 00	
Total Number Shares Issued.....					15,000	

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding	Cash Realized on Amount Issued.	Rate.	INTEREST.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued During Year.	Amount Paid During Year.
Consolidated	1880 1910		} \$1,500,000	\$812,000 00	\$812,000 00	\$847,066 65	5%	Jan'y & July	\$40,600 00	\$40,600 00
"	1880 1910			300,000 00	300,000 00	304,530 00	4%		12,000 00	12,000 00
"	1880 1910			388,000 00	388,000 00	393,877 00	7%		27,125 00	27,125 00
*2d Mortgage										
Total			\$1,500,000 00	\$1,500,000 00	\$1,500,000 00	\$1,545,473 65			\$79,725 00	\$79,725 00

*\$387,500 retired June 1, 1893.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds: Amount issued and outstanding, \$1,500,000; Interest: Amount accrued and matured during year, \$79,725.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$85,745 37	Loans and Bills Payable	\$ 25,000 00
		Audited Vouchers and Accounts.....	142 18
		Dividends not Called for	1,062 00
		Matured Interest Coupons Unpaid.....	2,349 34
		Seven per cent Bonds not presented for redemption.....	12,000 00
		Balance—Cash Assets..	45,191 85
Total.....	\$85,745 37	Total.....	\$85,745 37

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Road.	
			Miles.	Amount.
Capital Stock.....	\$1,500,000 00	\$1,500,000 00	121	\$12,396 69
Bonds.....	1,500,000 00	1,500,000 00	121	12,396 69
Total.....	\$3,000,000 00	\$3,000,000 00		\$24,793 38

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Charged to Income Ac- count as Per- manent Im- provements.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
Bridges and Trestles	\$12,186 40			
Buildings, Furniture and Fixtures	606 97			
Sidings and Yard Extensions	5,980 61			
Total Construction.	\$18,773 98		\$2,953,336 72	\$24,407 74
Total Equipment			\$248,420 44	\$3,053 06
Grand Total Cost Construction, Equip- ment, etc.	\$18,773 98		\$3,201,757 16	\$26,460 80

INCOME ACCOUNT.

Income from Lease of Road		\$227,128 67
Premium on Bonds issued	\$5,877 00	
Accrued Interest on same	6,505 86	
Miscellaneous Income—less Expenses	1,245 83	
Income from Other Sources		13,628 69
Total Income		\$240,757 36
Deductions from Income:		
Salaries	\$ 2,700 00	
Interest on Funded Debt accrued	79,725 00	
Interest on Interest-bearing Current Liabilities, not otherwise provided for	1,204 88	
Rents	5,250 00	
Taxes	141 39	
Permanent Improvements	18,773 98	
Other Deductions	4,725 06	
Total Deductions from Income		112,520 31
Net Income		\$128,237 05
Dividends, 7 and 8 per cent. Common Stock		108,750 00
Surplus from Operations of Year ending June 30, 1892		19,487 05
Surplus of June 30, 1891		520,316 36
Additions for Year		19,487 05
Surplus on June 30, 1892		\$539,803 41

BONDS OWNED.

Brattleboro and Whitehall Railroad, not issued, \$150,000 at 6 per cent.

MISCELLANEOUS INCOME.

Rents and Wharfage, \$1,245 83.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Terminals : For use of Passenger Station at Palmer, Mass., \$5,250.00 to Boston & Albany Railroad Company.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	Year Ending June 30, 1892.	
			Increase.	Decrease.
\$2,953,336 72	Cost of Road.....	\$2,953,336 72		
248,420 44	Cost of Equipment.....	248,420 44		
150,000 00	Bonds of other companies owned.....	150,000 00		
93,170 00	Steamboat Property.....	93,170 00		
147,709 03	Cash and Current Assets.....	85,745 37		\$61,963 66
31,763 84	Sundries.....	49,684 40	\$17,920 56	
\$3,624,400 03	Grand Total.....	\$3,580,356 93	\$17,920 56	\$61,963 66
June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year Ending June 30, 1892.	
			Increase	Decrease.
\$1,500,000 00	Capital Stock.....	\$1,500,000 00		
1,499,500 00	Funded Debt.....	1,500,000 00	\$ 500 00	
104,583 67	Current Liabilities.....	40,553 52		\$64,030 15
520,316 36	Profit and Loss.....	539,803 41	19,487 05	
\$3,624,400 03		\$3,580,356 93	\$19,987 05	\$64,030 15

IMPORTANT CHANGES DURING THE YEAR.

June 1, 1892. Consolidated four per cent bonds, amounting to \$388,000, issued to retire \$387,500 second mortgage seven per cent bonds.

SECURITY FOR FUNDED DEBT.

Consolidated bonds, on road from New London to Brattleboro, 121 miles. Amount of mortgage per mile of line, \$12,396.69.

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Main Line in use: Connecticut, 56 miles; Massachusetts, 55 miles; Vermont, 10 miles; total, 121 miles. All steel rails.

STATE OF CONNECTICUT, } ss:
County of New London, }

I, the undersigned, Robert Coit, President and Treasurer of the New London Northern Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

ROBERT COIT, *President and Treasurer.*

Subscribed and sworn to before
me, this 14th day of September,
1892.

JUSTUS A. SOUTHARD,

Notary Public.

ANNUAL REPORT
OF THE TRUSTEES FOR THE BONDHOLDERS OF THE
SOUTH EASTERN RAILWAY COMPANY,

LESSEES

NEWPORT AND RICHFORD RAILROAD,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: South Eastern Railway Company.

Lessees of the Newport and Richford Railroad.

Date of organization: December 9th, 1880.

Organized under the Laws of the State of Vermont.

Newport and Richford Railroad Company is a reorganized Company.

Original company was Missisquoi and Clyde Rivers Railroad Company and was reorganized under General Statutes of the State of Vermont.

Carrier operating the road of this company: Canadian Pacific Railway Company for account trustees for the bondholders of the South Eastern Railway Company, Lessees.

ORGANIZATION.

TRUSTEES FOR THE BONDHOLDERS OF THE SOUTH EASTERN RAILWAY
COMPANY.

Mr. Wm. C. Van Horne, Montreal, P. Q.

Mr. J. T. Furber, Boston, Mass.

Mr. Wm. Farwell, Sherbrooke, P. Q.

NEWPORT AND RICHFORD RAILROAD.

Mr. Emmons Raymond, Cambridge, Mass.

Mr. W. K. Blodgett, Boston, Mass.

Mr. Amos Barnes, Boston, Mass.

Mr. J. L. Edwards, Newport, Vt.

Mr. H. E. Folsom, Lyndonville, Vt.

Total number of stockholders at date of last election: (Newport and Richford Railroad Company), 8.

Post-office address of general office: Lyndonville, Vt.

Post-office address of operating office: Montreal, P. Q.

OFFICERS.

NEWPORT AND RICHFORD RAILROAD.

Chairman of the Board—Emmons Raymond, Boston, Mass.

President—Emmons Raymond, Boston, Mass.

Secretary and Treasurer—H. E. Folsom, Lyndonville, Vt.

PROPERTY OPERATED.

Newport and Richford Railroad; that portion of line, running between Richford and Newport, situate in the State of Vermont; 21 miles.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Newport and Richford Railroad, from boundary line near Richford to Newport. Operated by the Canadian Pacific Railway, for and on account of the trustees for the bondholders of the South Eastern Railway, under a lease. 21 miles of line.

CAPITAL STOCK.

Capital Stock: Common. Number of shares authorized, 70,000. Par value of shares, \$50. Total par value authorized, \$350,000. Total amount issued and outstanding, \$350,000.

Manner of payment for Capital Stock: Issued for reorganization: Common, 70,000 shares. Total cash realized, \$350,000.

FUNDED DEBT.

First mortgage bonds, issued in 1881, due in 1911. Amount of authorized issue, \$350,000. Amount issued, \$350,000. Amount outstanding, \$350,000. Cash realized on amount issued, \$350,000. Interest, 5%, payable January and July. Amount accrued during year, \$17,500. Amount matured during year, \$17,500.

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds. Amount issued, \$350,000. Amount outstanding, \$350,000. Amount accrued during year, \$17,500. Amount matured during year, \$17,500.

CURRENT ASSETS AND LIABILITIES.

Liabilities assumed by the South Eastern Railway.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock	\$350,000 00	\$350,000 00	21	\$16,666 66
Bonds	350,000 00	350,000 00	21	16,666 67
Total	\$700,000 00	\$700,000 00	21	\$33,333 33

B. FOR MILEAGE OPERATED-BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Newport & Richford Railway Operated by Canadian Pacific Railway, for and on Account of Trustees for the Bondholders of the South Eastern Railway...	\$350,000 00	\$350,000 00	\$700,000 00	21	\$33,333 33
Total.....	\$350,000 00	\$350,000 00	\$700,000 00	21	\$33,333 33

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

The Trustees for the Bondholders of the South Eastern Railway Company have no information relative to the cost of road.

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$91,859.11	
Less Operating Expenses.....	85,837 64	
Income from Operation.....		\$5,521 47
Total Income.....		\$5,521 47
Deductions from Income :		
Interest on Funded Debt accrued.....	\$17,500 00	
Taxes	2,372 02	
Other Deductions.....	500 00	
Total Deductions from Income.....		\$20,372 02
Deficit from Operations of Year ending June 30, 1892.....		\$14,850 55

EARNINGS FROM OPERATION.

Item.	Actual Earnings.
Total Passenger Revenue.....	\$26,574 50
Mail.....	2,061 16
Express.....	1,105 45
Other items.....	92 62
Total Passenger Earnings.....	\$29,833 73
Total Freight Revenue.....	\$60,496 76
Other items.....	284 09
Total Freight Earnings.....	\$60,780 85
Total Passenger and Freight Earnings.....	\$90,614 58
Other Earnings from Operation:	
Car mileage.....	\$ 494 53
Rents not otherwise provided for.....	250 00
Total Other Earnings.....	\$ 744 53
Total Gross Earnings from Operation—Vermont	\$91,359 11
Total Gross Earnings from Operation—Entire Line..	\$590,719 54

OPERATING EXPENSES—State of Vermont.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$4,482 04	\$5,368 60	\$9,850 64
Repairs of Bridges and Culverts.....	1,353 68	1,621 45	2,975 13
Repairs of Fences, Road-crossings, Signs and Cattle Guards.....	326 77	391 41	718 18
Repairs of Buildings.....	394 95	473 04	867 99
Repairs of Docks and Wharves.....	67 15	80 43	147 58
Other Expenses.....	506 01	606 10	1,112 11
Total.....	\$7,130 60	\$8,541 03	\$15,671 63

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$2,087 86	\$2,500 86	\$4,588 72
Repairs and renewals of Passenger Cars.....	1,006 06		1,006 06
Repairs and renewals of Freight Cars.....		9,531 28	9,531 28
Shop Machinery, Tools, Etc.....	248 71	297 92	546 63
Other Expenses.....	280 15	335 57	615 72
Total.....	\$3,622 78	\$12,665 63	\$16,288 41
Conducting Transportation:			
Wages of Firemen, Enginemen and Round-housemen.....	\$4,121 14	\$ 4,936 32	\$ 9,057 46
Fuel for Locomotives.....	7,258 98	8,694 85	15,953 83
Water-supply for Locomotives.....	285 92	342 46	628 38
All other supplies for Locomotives.....	278 86	334 03	612 89
Wages of other Trainmen.....	2,700 55	3,234 72	5,935 27
All other train supplies.....	1,393 42	1,669 04	3,062 46
Expense of Telegraph, including Train Dispatchers and Operators.....	686 17	821 89	1,508 06
Wages of Station Agents, Clerks and Laborers.....	3,465 47	4,150 94	7,616 41
Station Supplies.....	320 54	383 94	704 48
Car Mileage—Balance.....	131 69	157 76	289 45
Loss and Damage.....	111 96	134 09	246 05
Injuries to Persons.....	71 93	86 15	158 08
Other Expenses.....	933 37	1,117 99	2,051 36
Total.....	\$21,760 00	\$26,064 18	\$47,824 18
General Expenses:			
Salaries of Officers } Salaries of Clerks }	\$1,164 08	\$1,394 35	\$2,558 43
Advertising,	227 16	272 09	499 25

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Insurance.....	\$126 35	\$151 33	\$277 68
Rents not otherwise provided for.....	57 52	68 91	126 43
Legal Expenses.....	307 47	368 29	675 76
Stationery and Printing	871 72	1,044 15	1,915 87
Total.....	\$2,754 30	\$3,299 12	\$6,053 42
Recapitulation of Expenses :			
Maintenance of Way and Structures.....	\$ 7,130 60	\$ 8,541 03	\$15,671 63
Maintenance of Equipment. ...	3,622 78	12,665 63	16,288 41
Conducting Transportation ...	21,760 00	26,064 18	47,824 18
General Expenses.....	2,754 30	3,299 12	6,053 42
Grand Total.....	\$35,267 68	\$50,569 96	\$85,837 64

Percentage of expenses to earnings, 93.96.

CONTRACTS, AGREEMENTS, ETC.

Dominion Express Company, at $1\frac{1}{2}$ times first class, and 3 cents per mile messengers.

United States Government, \$2,061.16 per annum.

Parlor and sleeping cars owned and operated by the Canadian Pacific Railway.

Canadian Pacific Railway Company, operate Newport and Richford Railroad for account trustees for the bondholders of the South Eastern Railway, Lessees.

SECURITY FOR FUNDED DEBT.

Newport and Richford Railroad, all that portion of railroad operated by the Canadian Pacific Railway Company situate in the State of Vermont, 21 miles, mortgaged to secure Funded Debt. Amount of mortgage per mile of line, \$16,666 66.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	95,500			
Number of passengers carried one mile.....	16,847.59			
Average distance carried.....	17.64			
Total passenger revenue.....		26,574	50	
Average amount received from each passenger.....			27	8.27
Average receipts per passenger per mile.....			01	5.77
Estimated cost of carrying each passenger one mile.....			02	0.93
Total passenger earnings.....		29,833	73	
Passenger earnings per mile of road.....		1,420	65	3.81
Passenger earnings per train mile.....			71	7.14
Freight Traffic:				
Number of tons carried of freight earning revenue ..	464,329			
Number of tons carried one mile.....	9,450,236			
Average distance haul of one ton.....	20.35			
Total freight revenue.....		60,496	76	
Average amount received for each ton of freight.....			13	0.29
Average receipts per ton per mile.....				6.40
Estimated cost of carrying one ton one mile.....				5.45
Total freight earnings.....		60,780	85	
Freight earnings per mile of road.....		2,894	32	6.19
Freight earnings per train-mile.....			1	22 4.12
Passenger and Freight :				
Passenger and freight revenue.....		87,071	26	
Passenger and freight revenue per mile of road.....		4,146	25	0.48

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Class.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight:				
Passenger and freight earn- ings.....		90,614	58	
Passenger and freight earn- ings per mile of road		4,314	98	
Gross earnings from opera- tion.....		91,359	11	
Gross earnings from opera- tion per mile of road		4,350	43	2.37
Expenses.....		85,837	64	
Expenses per mile of road ..		4,087	50	
Train Mileage:				
Miles run by passenger trains	41,601			
Miles run by freight trains..	49,834			
Total Mileage Trains Earn- ing Revenue	91,435			
Grand Total Train Mileage	91,435			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Per Cent.
Products of Agriculture:		
Grain.....	127,530	27.47
Flour.....	28,960	6.24
Other Mill Products.....	7,778	1.68
Hay.....	42,236	9.10
Fruit and Vegetables.....	3,882	0.82
Other Farm Products.....	7,068	1.52
Products of Animals:		
Live Stock.....	1,808	0.39
Dressed Meats.....	74,626	16.07
Other Packing-house Products.....	816	0.18
Poultry, Game, and Fish.....	1,688	0.36
Wool.....	4,476	0.96
Hides and Leather.....	3,812	0.82
Other Dairy Products.....	1,068	0.23
Products of Mines:		
Anthracite Coal }	1,936	0.42
Bituminous Coal }		
Ores.....	314	0.07
Stone, Sand and other like articles.....	6,956	1.49
Products of Forest:		
Lumber.....	78,570	16.92
Wood.....	4,274	0.92
Other Forest Products.....	2,820	0.61
Manufactures:		
Petroleum and Other Oils.....	2,360	0.51
Agricultural Implements.....	24	0.01
Wines, Liquors, and Beers.....	1,338	0.29
Household Goods and Furniture.....	1,774	0.38
Miscellaneous:		
Other commodities not mentioned above.....	58,215	12.54
Total Tonnage—Vermont.....	464,329	100.00

MILEAGE.

MILEAGE OF ROAD OPERATED.

Main line, 21 miles, single track. Steel rails, 21 miles.

Mileage owned and operated by road making this report Main line, represented by capital stock, 21 miles. Total mileage, excluding trackage rights, 21 miles. Steel rails, 21 miles. All in Vermont.

ACCIDENTS TO PERSONS.

Coupling and uncoupling: Trainmen injured, 4; switchmen, flagmen, and watchmen injured, 3. Total injured, 7.

Falling from trains and engines: Employes injured, 1.

Jumping on or off trains in motion: Employes injured, 1.

Walking, standing, lying etc., or being on track: Employes injured, 2.

Walking etc., on track: Trespassing, 1 killed and 1 injured.

CHARACTERISTICS OF ROAD.

Gauge of Track: 4 feet, 8½ inches; 21 miles.

PROVINCE OF QUEBEC, } ss:
County of Hochelaga. }

I, the undersigned, Philip O. Ryan, Auditor for the Trustees of the Bondholders of the South Eastern Railway Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

P. O. RYAN, Auditor for the Trustees.

Subscribed and sworn to before me,
this 16th day of September, 1892.

R. T. HENEKER,

Commissioner empowered to receive Affidavits to be used in the Superior Court, Province of Quebec.

ANNUAL REPORT OF THE ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: St. Johnsbury and Lake Champlain Railroad Company.

Date of organization: Reorganized January 31, 1880.

Chartered under the laws of the State of Vermont.

This railroad is a union of three roads, viz: The Lamoille Valley, chartered in 1867; The Montpelier & St. Johnsbury, chartered in 1866; and the Essex County Railroad, chartered in 1864, the same being amended in 1866.

Consolidation was affected by the three roads jointly bonding their property, and, failing to pay the interest, all went into the hands of receivers, October 18, 1877. The road was restored to the stockholders July 1, 1880, and operated as the St. Johnsbury & Lake Champlain R. R.

Previous to the appointment of receivers and during their operation, the road was called the Portland & Ogdensburg R. R., Vermont Division. It was reorganized under the name of St. Johnsbury & Lake Champlain R. R. January 31, 1880, under the laws of the State of Vermont. Commenced to operate under this name July 1, 1880.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
George W. Hendee.....	Morrisville, Vt.....	September 8, 1892.
H. E. Folsom.....	Lyndonville, Vt.....	
W. F. Hart.....	Boston, Mass.....	
S. C. Shurtleff.....	Montpelier, Vt.....	
C. S. Page.....	Hyde Park, Vt.....	
S. C. Lawrence.....	Medford, Mass.....	
Geo. C. Lord.....	Newton, Mass.....	
C. E. A. Bartlett.....	Chelmsford, Mass.....	
Franklin Fairbanks.....	St. Johnsbury, Vt.....	

Total number of stockholders at date of last election: 433.

Date of last meeting of stockholders for election of directors: September 9, 1891.

Post-office address of general office: Montpelier, Vt.

Post-office address of operating office: Boston, Mass.

OFFICERS.

President—C. E. A. Bartlett, Boston, Mass.

Secretary and Treasurer—F. W. Morse, Montpelier, Vt.

Cashier—C. E. A. Bartlett, Boston, Mass.

Auditor—M. Taylor, Boston, Mass.

Chief Engineer—H. Bissell, Boston, Mass.

Division Superintendent—H. E. Folsom, Lyndonville, Vt.

General Freight Agent—W. F. Berry, Boston, Mass.

General Passenger Agent—D. J. Flanders, Boston, Mass.

General Baggage Agent—W. R. Brackett, Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
A. St. Johnsbury & Lake Champlain.....	Lunenburg, Vt.....	Maquam Bay, Vt.....	120	120
B. Victory Branch.....	No. Concord, Vt.....	East Haven, Vt.....	11.50	11.50
Total.....			131.50	131.50
A. Main Line. B. Branches and Spurs. Steamer Maquam; for Passenger and Freight business; owned by this Company; in Vermont.				

CAPITAL STOCK.

Description.	No. of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock : Common.....	51,000	\$50 00	\$2,550,000 00	\$2,550,000 00
Preferred.....	25,970	50 00	1,298,500 00	1,298,500 00
Total.....			\$3,848,500 00	\$3,848,500 00

MANNER OF PAYMENT FOR CAPITAL STOCK. ISSUED FOR REORGANIZATION.

Total number shares issued in exchange for bonds, common, 51,000, preferred, 25,970. Total, 76,970.
 \$50,000 of First Mortgage Bonds were exchanged for same amount of Consolidated Mortgage Bonds.
 No means of knowing how much was realized from sale of Bonds.

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate.	INTEREST.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued During Year.	Amount Matured During Year.
1st Mortgage Consolidated Mortgage.. }	1880.	1910.								
	Apr. 1. 1884.	Apr. 1. 1914.	\$ 600,000	\$500,000 00	\$550,000 00	See Preceding Page.	6%	Apr. 1, Oct. 1.	\$33,000 00	\$33,000 00
	Apr. 1. 1914.	Apr. 1. 1914.	1,000,000	50,000 00	50,000 00		6%	Apr. 1, Oct. 1.	3,000 00	3,000 00
	Apr. 1. 1914.	Apr. 1. 1914.		41,000 00	41,000 00		5%	Apr. 1, Jul. 1.	2,050 00	2,050 00
Grand Total....			\$1,600,000	\$691,000 00	\$641,000 00			Oct. 1, Jan. 1.	\$38,050 00	\$38,050 00

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds, amount issued, \$691,000.00; amount outstanding, \$641,000; interest accrued and matured during year, \$38,050.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash.....	\$ 63,452 71
Due from Agents.....	4,092 50
Due from Solvent Companies and Individuals.....	24,227 68
Other Cash Assets, excluding Materials and Supplies.....	37,046 19
Balance—Current Liabilities.....	1,188,110 16
Total.....	\$1,316,929 24

Materials and Supplies on hand, \$36,527.41

Current Liabilities Accrued to and Including June 30, 1892.

Loans and Bills Payable.....	\$815,276 59
Audited Vouchers and Accounts.....	475,034 96
Wages and Salaries.....	18,826 13
Net Traffic Balances due to other Companies.....	7,791 56
Total.....	\$1,316,929 24

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount. Outstanding.	Apportionm't. To Railroads.	Miles.	Amount per Mile of Road.
Capital Stock.....	\$3,598,250 00	\$3,598,250 00	131.50	\$27,363 12
Bonds.....	641,000 00	641,000 00	131.50	4,874 50
Total.....	\$4,239,250 00	\$4,239,250 00		\$32,237 64

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

St. Johnsbury & Lake Champlain Railroad; capital stock, \$3,598,250; funded debt, \$641,000; current liabilities, \$1,188,110.16; total, \$5,427,360.16; amount per mile of road, miles, 131.50; amount, \$41,272.70,

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during Year. Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost per mile.
Construction :				
Right of Way.....				
Other Real Estate.....				
Fences.....				
Grading and Bridge and Culvert Masonry.....	\$41,985 39	\$4,572,163 34	\$4,614,148 72	\$35,088 58
Bridges and Trestles, Rails, Ties.....				
Other Superstructure.....				
Buildings, Furniture and Fixtures.....		8,318 52	8,318 52	63 18
Shop Machinery and Tools.....				
Total Construction.....	\$41,985 39	\$4,580,481 86	\$4,622,467 24	\$35,151 76
Equipment ;				
Locomotives.....				
Passenger Cars.....				
Sleeping, Parlor and Dining Cars.....				
Baggage, Express and Postal Cars.....				
Combination Cars.....		\$151,567 53	\$151,567 53	\$1,152 60
Freight Cars.....				
Other Cars of all classes.....				
Floating Equipment.....				
Total Equipment.....		\$151,567 53	\$151,567 53	\$1,152 60
Total Cost Construction, Equipment, etc., State of Vermont.....	\$41,985 39	\$4,732,049 39	\$4,774,034 77	\$36,504 36

INCOME ACCOUNT.

Gross Earnings from Operations.....	\$391,468 04	
Less Operating Expenses.....	404,979 04	
Deficit.....		\$13,511 00
Miscellaneous Income—less Expenses—Deficit		1,861 21
Deficit.....		\$15,372 21
Deductions from Income :		
Interest on Funded Debt accrued.....	\$38,050 00	
Taxes.....	9,662 20	
Total Deductions from Income.....		47,712 20
Deficit from Operations of Year ending June 30, 1892.....		\$ 63,084 41
Deficit on June 30, 1891.....		448,094 02
Deductions for Year.....		15,000 00
Deficit on June 30, 1892.....		\$521,178 43

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Total Passenger Revenue.....		\$74,734 34
Mail.....	\$9,963 28	
Express.....	3,300 00	
Other Items.....	529 33	13,792 61
Total Passenger Earnings.....		\$88,526 95
Total Freight Earnings.....		301,675 94
Total Passenger and Freight Earnings.....		\$390,202 89
Other Earnings from Operation :		
Rents not otherwise provided for.....		1,265 15
Total Other Earnings.....		\$1,265 15
Total Gross Earnings from Operation— Vermont.....		\$391,468 04

Stocks Owned : St. Johnsbury & Lake Champlain Railroad; total par value, \$247,650.

Miscellaneous Income : Steamer Maquam, \$1,861.21, deficit.

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures :			
pairs of Roadway.....	\$19,126 02	\$47,748 18	\$66,874 20
Renewals of Rails.....	2,559 03	6,388 61	8,947 64
Renewels of Ties.....	4,480 82	11,186 39	15,667 21
Repairs of Bridges and Culverts.....	9,459 88	23,616 63	33,076 51
Repairs of Fences, Road-crossings, Signs, and Cattle Guards.....	1,110 67	2,772 78	3,883 45
Repairs of Buildings.....	3,702 39	9,243 02	12,945 41
Total.....	\$40,438 81	\$100,955 61	\$141,394 42
Maintenance of Equipment :			
Repairs and renewals of Locomotives.....	\$7,650 27	\$19,098 94	\$26,749 21
Repairs and renewals of Passenger Cars.....	3,123 95		3,123 95
Repairs and renewals of Freight Cars.....		13,903 80	13,903 80
Total.....	\$10,774 22	\$33,002 74	\$43,776 96
Conducting Transportation :			
Wages of Enginemen, Firemen, and Round-housemen.....	\$11,757 29	\$39,352 13	\$41,109 42
Fuel for Locomotives.....	19,115 62	47,722 22	66,837 84
Water-supply for Locomotives.....	1,049 56	2,620 23	3,669 79
All other supplies for Locomotives.....	481 73	1,202 65	1,684 38
Wages of other Trainmen.....	6,647 86	23,160 43	29,808 29
All other train supplies.....	1,522 64	2,661 71	4,184 35
Wages of Switchmen, Flagmen, and Watchmen.....	77 68	193 93	271 61
Expense of Telegraph, including Train Dispatchers and Operators.....	1,235 51	3,084 45	4,319 96
Wages of Station Agents, Clerks and Laborers.....	4,010 95	10,013 35	14,024 30
Station Supplies.....	2,577 94	1,465 31	4,043 25
Car Mileage—Balance.....	8,094 75	19,836 93	27,931 68
Loss and Damage.....	126 20	1,747 93	1,874 13
Injuries to Persons.....	258 09	644 34	902 43
Total.....	\$56,955 82	\$143,705 61	\$200,661 43

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses:			
Salaries of Officers.....	\$2,826 85	\$7,057 23	\$9,884 08
Agencies, including Salaries and Rent.....		261 30	261 30
Advertising.....	1,242 88		1,242 88
Insurance.....	429 00	1,071 00	1,500 00
Expense of Fast Freight Lines.....		1,657 99	1,657 99
Legal Expenses.....	572 86	1,430 14	2,003 00
Stationery and Printing.....	435 44	1,087 09	1,522 53
Other General Expenses.....	307 29	767 16	1,074 45
Total.....	\$5,814 32	\$13,331 91	\$19,146 17
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$40,438 81	\$100,955 61	\$141,394 42
Maintenance of Equipment.....	10,774 22	33,002 74	43,776 96
Conducting Transportation.....	56,955 82	143,705 61	200,661 43
General Expenses.....	5,814 32	13,331 91	19,146 23
Grand Total.....	\$113,983 17	\$290,995 87	\$404,979 04

All in Vermont.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Item.	Assets.	June 30, 1892. Item.	Year Ending June 30, 1892.	
			Increase.	Decrease.
\$4,580,481 86	Cost of Road.....	\$4,622,467 24	\$41,985 38	
151,567 53	Cost of Equipment.....	151,567 53		
250,250 00	Stocks of other compa- nies owned.....	247,650 00		\$ 2,600 00
31,123 96	Steamboat.....	31,123 96		
81,600 24	Lands owned, at Maquam	81,600 24		
102,569 51	Cash and Current Assets	128,819 08	26,249 57	
	Other Assets:			
62,165 26	Materials and Supplies	36,527 41		25,637 85
443,094 02	Profit and Loss.....	521,178 43	78,084 41	
\$5,702,852 38	Grand Total.....	\$5,820,933 89	118,081 51	\$28,237 85

COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1891. Item.	Liabilities.	June 30, 1892. Item.	Yr. Ending Jun. 30, 1892. Increase.
\$3,848,500 00	Capital Stock	\$3,848,500 00	
641,000 00	Funded Debt	641,000 00	
1,200,053 91	Current Liabilities	1,316,929 24	\$116,875 33
9,512 50	Accrued Interest on Funded Debt not yet payable	9,512 50	
3,785 97	Accrued Taxes not yet due.	4,992 15	1,206 18
\$5,702,852 38	Grand Total	\$5,820,933 89	\$118,081 51

CONTRACTS, AGREEMENTS, ETC.

American Express Company, stated allowance.

United States, stated allowance

Wagner Palace Car Company, mileage allowed for use of their cars.

Numerous arrangements with connecting and other roads.

Vermont International Telegraph Company.

SECURITY FOR FUNDED DEBT.

1st mortgage and consolidated mortgage on entire road, 131.50 miles, from Lunenburg to Maquam and from North Concord to East Haven. Amount of mortgage per mile of line, \$4,874.52. All equipment mortgaged.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensa- tion.	Average Daily Compensation
General Officers	5	1,560	\$ 7,050 00	4 52
General Office Clerks	3	936	1,140 00	1 22
Station Agents	27	8,424	10,820 04	1 28
Other Station Men	6	1,872	1,875 00	1 00
Enginemen	26	7,932	20,863 44	2 62
Firemen	30	7,920	14,256 00	1 80
Conductors	19	6,024	12,522 72	2 07
Other Trainmen	33	9,846	14,835 24	1 51
Machinists	3	1,080	2,084 64	1 93
Carpenters, Bridge Building	10	3,120	5,460 00	1 75
Other Shopmen	35	11,304	14,286 84	1 26

EMPLOYES AND SALARIES—Continued.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensation.	Av. Daily Compensation
Section Foremen.....	35	11,040	\$17,124 00	1 55
Other Trackmen.....	111	33,632	40,358 40	1 20
Switchmen, Flagmen and Watchmen.....	1	312	312 00	1 00
Telegraph Operators and Dispatchers.....	4	1,434	1,720 56	1 20
Total (Including "General Officers").....	348	106,436	\$164,708 88	\$1 55
Less "General Officers".....	5	1,560	7,050 00	
Total (Excluding "General Officers").....	343	104,876	\$157,658 88	\$1 50
Distribution of Above:				
General Administration.....	8	2,496	\$ 8,190 00	\$3 28
Maintenance of Way and Structures.....	156	47,792	62,942 40	1 31
Maintenance of Equipment.....	38	12,384	16,371 48	1 32
Conducting Transportation.....	146	43,764	77,205 00	1 76
Total (Including "General Officers").....	348	106,436	\$164,708 88	\$1 55
Less "General Officers".....	5	1,560	7,050 00	
Total (Excluding "General Officers").....	343	104,876	\$157,658 88	
Total (Including "General Officers")— Entire Line.....	348	106,436	\$164,708 88	\$1 55

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVE- NUE, AND RATES.		
		Dollars.	Cents.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	150,976			
Number of passengers carried one mile.....	3,086,760			
Average distance carried.....	20.45	74,734	34	
Total passenger revenue.....				
Average amount received from each passenger.....			49	5.08
Average receipts per passenger per mile.....			02	4.21

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REV- ENUE, AND RATES.		
		Dollars.	Cts.	Mills
Estimated cost of carrying each passenger one mile.....			03	6.92
Total passenger earnings.....		88,526	95	
Passenger earnings per mile of road.....		673	21	
Passenger earnings per train- mile.....			50	1.44
Freight Traffic:				
Number of tons carried of freight earning revenue.....	444,581			
Number of tons carried one mile	27,922,829			
Average distance haul of one ton.....	62.807			
Total freight revenue.....		301,675	94	
Average amount received for each ton of freight.....			67	8.56
Average receipts per ton per mile.....			01	0.80
Estimated cost of carrying one ton one mile.....			01	0.42
Total freight earnings.....		301,675	94	
Freight earnings per mile of road.....		2,294	11	
Freight earnings per train-mile..			68	3.58
Passenger and Freight:				
Passenger and freight revenue..		376,410	28	
Passenger and freight revenue per mile of road.....		2,862	43	
Passenger and freight earnings..		390,202	89	
Passenger and freight earnings per mile of road.....		2,967	32	
Gross earnings from operation..		391,468	04	
Gross earnings from operation per mile of road.....		2,976	94	
Expenses.....		404,979	04	
Expenses per mile of road.....		3,079	68	
Train Mileage:				
Miles run by passenger trains..	176,526			
Miles run by freight trains.....	441,315			
Total Mileage Trains Earning				
Revenue:.....	617,841			
Miles run by switching trains..	40,972			
Miles run by construction and other trains.....	30,648			
Grand Total Train Mileage.....	689,461			

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Equipped with Train Brake.		Equipped with Au- tomatic Coupler.	
		Number	Kind.	Number	Kind.
Locomotives :					
Passenger.....	5	5	West'ghouse		
Freight.....	5	2	"		
Switching.....	2	1	"		
Total Locomotives.....	12	8			
Cars in Passenger Service :					
First-class Passenger Cars.....	2	2	West'ghouse	2	Miller.
Combination Passenger Cars.....	3	3	"	3	"
Baggage, Express and Postal Cars ..	1	1	"	1	"
Total.....	6	6		6	
Cars in Freight Service :					
Box Cars.....	108				
Flat Cars.....	94				
Stock Cars.....	6				
Refrigerator Cars.....	3				
Total.....	211				
Cars in Company's Service :					
Derrick Cars.....	2				
Caboose Cars.....	8				
Other road Cars.....	4				
Total.....	14				
Cars contributed to Fast Freight Line	19				
Total Cars Owned.....	250				

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track.....	120.00	11.50	131.50	8.20	123.30
Miles of yard track and sidings..	19.40		19.40	16.40	3.00
Total Mileage Operated (all tracks)	139.40	11.50	150.90	24.60	126.30

MILEAGE OF LINE BY STATES AND TERRITORIES.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
Vermont	120	11.50	131.50	8.20	123.30

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage, Excluding Trackage Rights.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
Vermont.....	120	11.50	131.50	8.20	123.30

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price Per Ton at Distributing Point.
Steel.....	162. ¹⁸⁴⁰ / ₂₀₀₀	60 pounds.	\$34 00
Steel, 2d hand.	353. ¹¹³⁰ / ₂₀₀₀	60 "	25 00
Total Steel.....	516. ⁵⁴⁸ / ₂₀₀₀		\$27.83

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Cedar.....	8,690	30 cents.
Tamarack.....	3,281	26 "
Hemlock.....	41,259	26 "
Total.....	53,230	26.6 cents,

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bituminous.		Soft.				
Passenger	5,699	152			5,775	176,526	65.43
Freight	14,248	346			14,421	441,315	65.35
Switching	1,313	38			1,332	40,972	65.04
Construction	1,003	26			1,016	30,648	66.30
Total	23,263	562			23,544	689,461	
Average Cost at distributing point	\$3.20	\$2.67					

ACCIDENTS TO PERSONS.

EMPLOYEES.

Kind of Accident.	Trainmen Injured.
Coupling and Uncoupling.....	1
Falling from Trains and Engines.....	2
Overhead Obstructions.....	1
Collisions.....	4
Total.....	8

PASSENGERS AND OTHERS.

Kind of Accident.	Passengers Injured.	Others. Trespassing. Killed.
At Stations.....	1	1
Total.....	1	1

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS ETC.

Bridges:

Stone.....	4
Aggregate length.....	59 feet.
Minimum length.....	12 feet.
Maximum length.....	20 feet.
Wooden.....	42
Aggregate length.....	3,192 feet 6 inches.
Minimum length.....	10 feet.
Maximum length.....	400 feet.

Trestles:

Number.....	35
Aggregate length.....	2,835 feet 5 inches.
Minimum length.....	13 feet.
Maximum length.....	327 feet 10 inches.

Overhead Highway Crossings:

Number Trestles.....	8
Height of lowest above surface of rail.....	16 feet, 6 inches.

Gauge of Track: 4 feet, 8½ inches; 131.50 miles.

Telegraph:

Owned and operated by Vermont International Telegraph Company, 120 miles of line and wire.

CAR MILEAGE.

Co-operative Fast Freight Lines and Stock Companies to which the Company making this report pays mileage for the use of cars.

Canadian Pacific Despatch.

Rome, Watertown & Ogdensburg.

Red Line.

White Line.

Midland Line.

Blue Line.

Nickel Plate.

Great Eastern.

Ogdensburg Transit Co.

Canada Atlantic.

STATE OF MASSACHUSETTS, } ss:
County of Suffolk.

We, the undersigned, C. E. A. Bartlett, President, and Myron Taylor, Auditor, of the St. Johnsbury & Lake Champlain Railroad Company, on our oath do say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. E. A. BARTLETT, *President.*

MYRON TAYLOR, *Auditor.*

Subscribed and sworn to before
me, this 9th day of September,
1892.

EDWARD LESLIE,

Justice of the Peace.

ANNUAL REPORT

OF THE

VERMONT VALLEY RAILROAD COMPANY OF 1871,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Vermont Valley Railroad Company of 1871.

Date of organization: July 3, 1871.

Organized under the General Laws of the State of Vermont.

Not a consolidated company.

Original corporation, Vermont Valley Railroad Company, chartered November 8, 1848, under laws of State of Vermont.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
Oscar Edwards.....	Northampton, Mass.	June, 1893.
Hugh Henry.....	Chester, Vt.	
Jas. H. Williams.....	Bellows Falls, Vt.	
H. E. Folsom.....	Lyndonville, Vt.	
John H. Williams.....	Bellows Falls, Vt.	
J. Mulligan.....	Springfield, Mass.	
John H. Albin.....	Concord, N. H.	

Total number of stockholders at date of last election: 58.

Date of last meeting of stockholders for election of directors: June 15, 1892.

Post-office address of general office: Springfield, Mass.

Post-office address of operating office: Springfield, Mass.

OFFICERS.

President—Oscar Edwards, Northampton, Mass.

Clerk—Jas. H. Williams, Bellows Falls, Vt.

Treasurer—Jas. H. Williams, Bellows Falls, Vt.

Auditor—W. H. Wilson, Springfield, Mass.

General Superintendent—J. Mulligan, Springfield, Mass.

Assistant Superintendent—J. E. Goodwin, Bellows Falls, Vt.

General Freight Agent—H. E. Howard, Springfield, Mass.

General Ticket Agent—E. C. Watson, Springfield, Mass.

General Baggage Agent—W. E. Hill, Springfield, Mass.

PROPERTY OPERATED.

Vermont Valley Railroad, from Brattleboro, Vt., to Bellows Falls, Vt. Twenty-four miles of line.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Operated by the Connecticut River Railroad Company under contract, the Vermont Valley Railroad Company receiving gross earnings, less operating expenses and taxes.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding
Capital Stock: Common	20,000	\$50 00	\$1,000,000 00	\$1,000,000 00

Manner of Payment for Capital Stock.	Number of Shares Issued During Year.	Cash Realized on Amount Issued During Year.	Total Number of Shares Issued.	Total Cash Realized.
Issued for Cash: Common	None.	None.	20,000	\$1,000,000 00

Amount of dividends declared during year: \$60,000. Rate: 6 per cent.

FUNDED DEBT.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage.	1880	1910	\$800,000	\$800,000	\$800,000	\$800,000

INTEREST.

Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
5%	April and October.	\$40,000	\$40,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Out-standing.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds.....	\$800,000	\$800,000	\$40,000	\$40,000

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Cash.....	\$ 258 75	Loans and Bills Payable	\$ 45,000 00
Due from Solvent Companies and Individuals	114,723 96	Audited Vouchers and Accounts.....	56,634 41
		Dividends not called for	258 75
		Balance—Cash Assets	13,089 55
Total.....	\$114,982 71	Total.....	\$114,982 71

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Out-standing.	Apportionment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$1,000,000 00	\$1,000,000 00	24	\$41,666 67
Bonds.....	800,000 00	800,000 00	24	33,333 33
Total.....	\$1,800,000 00	\$1,800,000 00		\$75,000 00

RECAPITULATION—Continued.

B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	AMOUNT PER MILE OF ROAD	
					Miles.	Amount.
Vermont Valley Railroad	\$1,000,000	\$800,000	\$101,898 16	\$1,901,898 16	24	\$79,245 55

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.
Construction:			
Other Real Estate.....	\$ 300 00		
Bridges and Trestles.....	17,789 58		
Total Construction.....	\$18,089 58	\$982,389 18	\$1,000,478 76
Total Equipment.....		82,307 87	82,307 87
Grand Total Cost Construction, Equipment, etc.....	\$18,089 58	\$1,064,697 05	\$1,082,786 63

INCOME ACCOUNT.

Gross Earnings from Operation	\$196,297 90	
Less Operating Expenses.....	130,996 64	
Income from Operation.....		\$65,301 21
Dividends on Stocks Owned.....	\$40,000 00	
Miscellaneous Income—less Expenses.....	4,786 68	
Income from other Sources.....		\$44,786 68
Total Income.....		\$110,087 89
Deductions from Income:		
Interest on Funded Debt Accrued.....	\$40,000 00	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for.....	5,253 62	
Taxes.....	4,765 81	
Total Deductions from Income.....		\$50,019 43
Net Income.....		\$60,068 46
Dividends, 6 per cent, Common Stock.....	\$60,000 00	
Total.....		\$60,000 00
Surplus from Operations of Year ending June 30, 1892.....		\$ 68 46
Surplus on June 30, 1891.....		95,807 72
Surplus on June 30, 1892.....		\$95,876 18

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments Etc.	Actual Earnings.
Passenger:			
Passenger Revenue, including Extra Baggage.....	\$88,478 70		
Less Repayments:			
Tickets redeemed		\$ 17 10	
Excess Fares refunded		107 80	
Other repayments		1 50	
Total Deductions.....		\$126 40	
Total Passenger Revenue..			\$88,352 30

EARNINGS FROM OPERATION—Continued.

Item.	Total Receipts.	Deductions, Account of Repayments Etc.	Actual Earnings.
Passenger:			
Mail.....			\$5,944 44
Express.....			3,365 20
Total Passenger Earnings..			\$97,661 94
Freight:			
Freight Revenue.....	\$100,388 22		
Less Repayments:			
Overcharge to Shippers.....		\$ 400 49	
Other Payments.....		1,951 77	
Total Deductions.....		\$2,352 26	
Total Freight Revenue....			\$98,035 96
Total Freight Earnings..			\$98,035 96
Total Passenger and Freight Earnings.....			\$195,697 90
Other Earnings from Operation:			
Rents from Tracks, Yards and Terminals.....			600 00
Total Gross Earnings from Operation.....			\$196,297 90

STOCKS OWNED.

Sullivan County Railroad Company. Total par value, \$500,000. Rate, per cent. Income or dividend received, \$40,000. Valuation, \$800,000.

RENTALS RECEIVED.

From tracks situated in Brattleboro, Vt., leased by Brattleboro and Whitehall Railroad, \$600.00

MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Interest.....	\$4,500 00	\$4,500 00
Rent of Real Estate.....	286 68	286 68
Total.....	\$4,786 68	\$4,786 68

OPERATING EXPENSES.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures :			
Repairs of Roadway.....	\$7,660 29	\$6,196 96	\$13,857 25
Renewals of Rails	1,104 38	893 42	1,997 80
Renewals of Ties.....	2,308 21	1,867 28	4,175 49
Repairs of Bridges and Culverts	11,354 90	9,185 81	20,540 71
Repairs of Fences, Road-crossings, Signs and Cattle Guards.....	331 79	268 41	600 20
Repairs of Buildings.....	1,140 39	922 55	2,062 94
Total.....	\$23,899 96	\$19,334 43	\$43,234 39
Maintenance of Equipment :			
Repairs and renewals of Locomotives.....	\$3,357 09	\$2,715 80	\$6,072 89
Repairs and renewals of Passenger Cars.....	617 56		617 56
Repairs and renewals of Freight Cars.....		4,788 00	4,788 00
Total.....	\$3,974 65	\$7,503 80	\$11,478 45
Conducting Transportation :			
Wages of Enginemen, Firemen and Round-housemen.....	\$ 5,685 58	\$4,599 47	\$10,285 05
Fuel for Locomotives.....	10,642 57	8,609 55	19,252 12
Water-supply for Locomotives	336 79	272 46	609 25

OPERATING EXPENSES—Continued.

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Conducting Transportation:			
All other supplies for Locomotives.....	\$ 397 62	\$ 321 67	\$ 719 29
Wages of other Trainmen.....	2,540 03	7,708 57	10,248 60
All other train Supplies.....	89 11	113 58	202 69
Expense of Telegraph, including Train Dispatchers and Operators.....	205 88	166 55	372 43
Wages of Station Agents, Clerks and Laborers.....	4,465 79	3,612 71	8,078 50
Station Supplies.....	511 91	414 13	926 04
Car Mileage—Balance.....	5,545 29	9,582 81	15,128 10
Total.....	\$30,420 57	\$35,401 50	\$65,822 07
General Expenses:			
Salaries of Officers, } Salaries of Clerks, }	\$3,449 30	\$2,790 39	\$6,239 69
Advertising.....	195 87	158 45	354 32
Insurance.....	130 67	105 70	236 37
Rents for Yards, Tracks and Terminals.....	1,146 97	927 87	2,074 84
Legal Expenses.....	147 67	95 20	242 87
Stationery and Printing.....	635 28	513 92	1,149 20
Other General Expenses.....	* 107 51	86 98	194 49
Total.....	\$5,783 29	\$4,678 51	\$10,461 78
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$23,899 96	\$19,334 43	\$43,234 39
Maintenance of Equipment.....	3,974 65	7,508 80	11,483 45
Conducting Transportation.....	30,420 57	35,401 50	65,822 07
General Expenses.....	5,783 27	4,678 51	10,461 78
Grand Total.....	\$64,078 45	\$66,918 24	\$130,996 69

Percentage of Expenses to Earnings—Entire Line, \$66.73.

RENTALS PAID.

For tracks situated at Brattleboro, Vt., owned by Central Vermont Railroad Company, \$2,074.84.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Assets.	June 30, 1892. Total.	Year Ending June 30, 1892. Increase.
\$982,389 18	Cost of Road.....	\$1,000,478 76	\$18,089 58
82,307 87	Cost of Equipment.....	82,307 87	
800,000 00	Stocks of Other Companies Owned.....	800,000 00	
112,129 71	Cash and Current Assets.....	114,982 71	2,853 00
\$1,976,826 76	Grand Total.....	\$1,997,769 34	\$20,942 58

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891. Total.	Liabilities.	June 30, 1892. Total.	Year Ending June 30, 1892. Increase.
\$1,000,000 00	Capital Stock.....	\$1,000,000 00	
800,000 00	Funded Debt.....	800,000 00	
81,019 04	Current Liabilities.....	101,893 16	\$20,874 12
95,807 72	Profit and Loss.....	95,896 18	68 46
\$1,976,826 72	Grand Total.....	\$1,997,769 34	\$20,942 58

CONTRACTS, AGREEMENTS, ETC.

American Express Company.

Express Privileges..... \$3,360.00 per annum.

United States Post-office Department.

Carrying Mails..... \$5,944.45 per annum.

SECURITY FOR FUNDED DEBT.

First Mortgage on road from Brattleboro, Vt., to Bellows Falls, Vt.,
24 miles. Amount of mortgage per mile of line, \$33,333.33.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue.....	126,309			
Number of passengers carried one mile.....	2,735,020			
Average distance carried.....	21.6			
Total passenger revenue.....		88,352	90	
Average amount received from each passenger.....			69	9.49
Average receipts per passen- ger per mile.....			03	2.30
Estimated cost of carrying each passenger one mile.....			02	3.43
Total passenger earnings.....		99,661	94	
Passenger earnings per mile of road.....		4,069	24	7.50
Passenger earnings per train- mile.....			1 49	3.71
Freight Traffic:				
Number of tons carried of Freight earning revenue.....	438,971			
Number of tons carried one mile.....	10,309,607			
Average distance haul of one ton.....	23.5			
Total freight revenue.....		98,035	96	
Average amount received for each ton of freight.....			22	3.33
Average receipts per ton per mile.....				9.51
Estimated cost of carrying one Ton one mile.....				6.49
Total freight earnings.....		98,035	96	
Freight earnings per mile of road.....		4,084	83	1.67
Freight earnings per train- mile.....			1 85	3.37
Passenger and Freight:				
Passenger and freight reve- nue.....		181,388	26	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Ton- nage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and Freight:				
Passenger and freight, reve- nue per mile of road.....		7,766	17	7.50
Passenger and freight earn- ings.....		195,697	90	
Passenger and freight earn- ings per mile of road.....		8,154	07	9.17
Gross earnings from opera- tion.....		196,297	90	
Gross earnings from opera- tion per mile of road		8,179	07	9.17
Expenses.....		130,996	69	
Expenses per mile of road....		5,458	19	5.42
Train Mileage:.....				
Miles run by passenger trains..	65,382			
Miles run by freight trains...	52,896			
Total mileage trains earning revenue.....	118,278			
Miles run by switching trains..	23,438			
Miles run by construction and other trains.....	2,598			
Grand total train mileage..	144,314			
Average number of loaded cars in train.....	15			
Average number of tons of freight in train.....	199			
Average number of tons of freight in each loaded car..	13			

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....		3				
Freight.....		4	3	Westinghouse.		
Switching.....		1				
Total Locomotives.....		8	3			
Cars in Passenger Service:						
First class Passenger Cars.....		1	1	Westinghouse.	1	Miller.
Baggage, Express and Postal Cars.....		1	1	"	1	"
Total.....		2	2		2	
Cars in Freight Service:						
Box Cars.....		17				
Flat Cars.....		4				
Other Cars.....		7				
Total.....		28				
Grand Total Cars Owned.....		30	2		2	

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of single track	24.00	24.00		24.00
Miles of second track	2.50	2.50	1.24	1.26
Miles of yard track and sidings...	1.74	1.74	.39	1.35
Total Mileage Operated (all tracks)	28.24	28.24	1.63	26.61

MILES OF LINE BY STATES AND TERRITORIES.

Main line represented by capital stock, State of Vermont, 24 miles.
Total mileage, excluding trackage rights, 24 miles; steel rails.

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Twenty-four miles single track; steel rails; in State of Vermont.

RENEWALS OF RAILS AND TIES.

Tons of steel rails laid during year, 83; weight per yard, 70 pounds; average price per ton at distributing point, \$32.96.

Total number ties laid during year, chestnut, 9,017; average price at distributing point, \$.45.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Tons bituminous coal, 4,586; miles run, 144,314; average pounds consumed per mile, 63.56. Average cost of coal at distributing point, \$4.13 per ton.

ACCIDENTS TO PERSONS.

Employees—Falling from trains and engines: One trainman; killed.

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length. Feet.	Minimum Length. Feet.	Maximum Length. Feet.	Item.	Number.	Height of Lowest Above Surface of Rail. Feet.
Bridges:					Overhead Highway Crossings:		
Stone . . .	3	171	12	73	Bridges	2	18
Iron. . .	5	1,077	16	206			
Wooden	1	25	25	25			
Total.	9	1,273			Total	2	
Tunnels. .	1	279	279	279			

Gauge of Track.—Four feet, eight and one-half inches. 24 miles.

TELEGRAPH.

Miles of line located on property of road making this report, 24; owned and operated by Western Union Telegraph Company.

STATE OF MASSACHUSETTS, }
County of Hampshire. } ss:

We, the undersigned, Oscar Edwards, President, and W. H. Wilson, Auditor, of the Vermont Valley Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown by the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

OSCAR EDWARDS, *President.*
W. H. WILSON, *Auditor.*

Subscribed and sworn to before me,
this 16th day of September, 1892,

JOHN WHITTELEY, *Justice of the Peace.*

ANNUAL REPORT OF THE WOODSTOCK RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

HISTORY.

Name of common carrier making this report: Woodstock Railway Company.

Date of organization: July 1, 1890.

Organized under the General Laws of the State of Vermont.

Original name of corporation: Woodstock Railroad Company.

ORGANIZATION.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
F. N. Billings.....	Woodstock, Vt.....	Elected annually. Term expires when others are elected.
Lewis Pratt.....	Woodstock, Vt.....	
John J. Dewey.....	Quechee, Vt.....	Annual meeting, second Wednesday of September each year.
F. S. MacKenzie.....	Woodstock, Vt.....	
W. C. French.....	Woodstock, Vt.....	
J. Foster Rhodes.....	Chicago, Ill.....	
Norman Williams.....	Chicago, Ill.....	

Total number of stockholders at date of last election: 51.

Date of last meeting of stockholders for election of directors: Second Wednesday in September, 1891.

Post-office address of general office: Woodstock, Vt.

Post-office address of operating office: Woodstock, Vt.

OFFICERS.

President—F. N. Billings.

Vice-President—John J. Dewey.

Secretary—C. P. Marsh.

Treasurer—J. G. Porter.

Auditors—W. S. Dewey and Lewis Pratt.

Chief Engineer,

Superintendent,

Traffic Manager,

General Freight Agent,

General Passenger Agent,

General Ticket Agent,

General Baggage Agent,

J. G. Porter.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for Each Road Named.
	From	To	
Woodstock Railway	Woodstock ..	White River Junction.	13.88
Total Mileage Operated.			13.88

CAPITAL STOCK.

Common ; number of shares authorized, 2,500; par value of shares, \$100 ; total par value authorized, \$250,000; total amount issued and outstanding \$250,000; dividends declared during year, \$2,495 00 ; rate 1 per cent.

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for re-organization ; 2,500 shares, common stock.
The company has no Funded Debt.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1892.	
Cash	\$ 88 19	Loans and Bills Payable.	\$4,100 00
Balance—Current Liabilities	4,011 81	Total	\$4,100 00
Total	\$4,100 00		

Materials and Supplies on hand, \$2,995 22.

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Out- standing.	Apportion- ment. To Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital Stock.....	\$250,000 00	\$250,000 00	13.88	\$18,011 52
Total.....	\$250,000 00	\$250,000 00	13.88	\$18,011 52

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Current Liabil- ities.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Woodstock Rail- way Company.	\$250,000 00	\$4,100 00	\$254,100 00	13.88	\$18,308 35
Total.....	\$250,000 00	\$4,100 00	\$254,100 00	13.88	\$18,308 35

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year. Charged to Construction or Equipment.	Total Cost to June 30, 1891.	Total Cost to June 30, 1892.	Cost Per Mile.
Construction: Purchase of constructed road.....		\$250,000 00	\$250,000 00	\$18,011 52
Equipment: Locomotives..	\$8,040 00			
Total Equipment		\$9,901 46	17,825 00	1,284 22
Grand Total Cost Construction, Equipm't, Etc.			\$267,825 00	\$19,295 74

INCOME ACCOUNT.

Gross Earnings from Operation.....	\$26,493 52	
Less Operating Expenses.....	16,810 55	
Income from Operation.....		\$ 9,682 97
Total Income.....		\$ 9,682 97
Net Income.....		\$ 9,682 97
Dividends, 1 per cent, Common Stock (less \$5.00)	\$ 2,495 00	
Total.....	\$ 2,495 00	
Surplus from Operations of Year Ending June 30, 1892.....		\$ 7,187 97
Surplus on June 30, 1891.....		9,620 44
Surplus on June 30, 1892.....		\$16,808 41

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger Revenue.....	\$10,715 46	
Total Passenger Revenue.....		\$10,715 46
Mail.....		716 08
Express.....		720 00
Total Passenger Earnings.....		\$12,151 54
Freight:		
Freight Revenue.....	\$14,341 98	
Total Freight Revenue.....		\$14,341 98
Total Freight Earnings.....		\$14,341 98
Total Passenger and Freight Earnings...		\$26,493 52
Total Gross Earnings from Operation— Vermont.....		\$26,493 52

OPERATING EXPENSES.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Way and Structures:			
Repairs of Roadway.....	\$1,056 66	\$3,169 98	\$4,226 64
Renewals of Ties.....	190 75	572 26	763 01
Repairs of Bridges and Culverts.....	25 00	75 00	100 00
Repairs of Fences, Road-crossings, Signs and Cattle-Guards.....	18 75	56 25	75 00
Repairs of Buildings.....	96 13	288 39	384 52
Other Expenses.....	50 00	150 00	200 00
Total.....	\$1,437 29	\$4,311 88	\$5,749 17

OPERATING EXPENSES—Continued.

Item.	Charge- able to Passenger Traffic.	Charge- able to Freight Traffic.	Total.
Maintenance of Equipment:			
Repairs and renewals of Locomotives.....	\$ 21 31	\$ 63 94	\$ 85 25
Repairs and renewals of Passenger Cars.....	252 50		252 50
Repairs and renewals of Freight Cars.....		5 50	5 50
Other Expenses.....	61 82	185 45	247 27
Total.....	\$ 335 63	\$ 254 89	\$ 590 52
Conducting Transportation:			
Wages of Enginemen, Firemen and Round-housemen..	\$ 330 90	\$ 992 70	\$ 1,323 60
Fuel for Locomotives.....	689 96	2,069 90	2,759 86
Water-supply for Locomotives.....	1 25	3 75	5 00
All other supplies for Locomotives.....	42 12	126 36	168 48
Wages of other Trainmen.....	262 81	788 44	1,051 25
Wages of Switchmen, Flagmen and Watchmen.....	11 50	34 50	46 00
Wages of Station Agents, Clerks and Laborers.....	503 25	1,509 75	2,013 00
Car Mileage—Balance.....	44 84	134 51	179 35
Loss and Damage.....		7 00	7 00
Total.....	\$1,886 63	\$ 5,666 91	\$ 7,553 54
General Expenses:			
Salaries of Officers.....	\$ 287 50	\$ 862 50	\$ 1,150 00
General Office Expenses and Supplies.....	2 50	7 50	10 00
Advertising.....	3 75	11 25	15 00
Insurance.....	44 31	132 94	177 25
Rents for Tracks, Yards and Terminals.....	125 00	375 00	500 00
Stationery and Printing.....	27 58	82 77	110 35
Other General Expenses.....	238 68	716 04	954 72
Total.....	\$ 729 32	\$ 2,188 00	\$ 2,917 32
Recapitulation of Expenses:			
Maintenance of Way and Structures.....	\$1,437 29	\$ 4,311 88	\$ 5,749 17
Maintenance of Equipment.....	335 63	254 89	590 52
Conducting Transportation.....	1,886 63	5,666 91	7,553 54
General Expenses.....	729 32	2,188 00	2,917 32
Grand Total.....	\$4,388 87	\$12,421 68	\$16,810 55

Percentage of Expenses to Earnings—Entire line, 63.45.

RENTALS PAID FOR LEASE OF OTHER PROPERTY.

A rental of \$500 is paid to the Central Vermont Railroad Company for the use of its tracks, round-house and passenger station at White River Junction.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.	Assets.	June 30, 1892.	Year ending June 30, 1892.	
Total.		Total.	Increase.	Decrease.
\$250,000 00	Cost of Road.....	\$250,000 00		
9,901 46	Cost of Equipment.....	17,825 00	\$7,923 54	
862 54	Cash and Current Assets	88 19		\$ 774 35
	Other Assets:			
3,856 44	Materials and Supplies..	2,995 22		861 22
\$264,620 44	Grand Total.....	\$270,908 41	\$7,923 54	\$1,635 57

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.	Liabilities.	June 30, 1892.	Year ending June 30, 1892.	
Total.		Total.	Increase.	Decrease.
\$250,000 00	Capital Stock.....	\$250,000 00		
5,000 00	Current Liabilities.....	4,100 00		\$900 00
9,620 44	Profit and Loss.....	16,808 41	\$7,187 97	
\$264,620 44	Grand Total.....	\$270,908 41	\$7,187 97	\$900 00

CONTRACTS, AGREEMENTS, ETC.

American Express Company, \$60 per month.

Mails: Present compensation, \$716 08 per year.

Traffic arrangements to certain points with Central Vermont and Boston and Maine Railroad Companies, as per Tariffs, copies of which are furnished Interstate Commerce Commission.

EMPLOYES AND SALARIES.

Class.	Number.	Total Number of Days Worked	Total Yearly Compensa- tion.	Average Daily compen- sation.
General Officers.....	1	313	\$1,150 00	\$3 67
Station Agents.....	5	1,565	2,013 00	1 27
Enginemen.....	1	313	790 00	2 54
Firemen.....	1	313	530 00	1 67
Conductors.....	1	313	640 00	2 04
Other Trainmen.....	1	313	460 85	1 47
Section Foremen.....	3	939	1,460 00	1 55
Other Trackmen.....	8	2,504	2,720 98	1 12
Total (Including "General Officers") Less "General Officers,"..			\$9,764 83 1,150 00	
Total (Excluding "General Officers")			\$8,614 83	
Distribution of Above:				
General Administration.....			\$1,150 00	
Maintenance of Way and Struc- tures.....			4,180 98	
Conducting Transportation.....			4,433 85	
Total (Including "General Officers") Less "General Officers"..			\$9,764 83 1,150 00	
Total (Excluding "General Officers")			\$8,614 83	
Total (Including "General Officers") —Entire Line.....			\$9,764 83	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
Number of passengers car- ried earning revenue.....	17,219			
Number of passengers car- ried one mile.....	291,070			
Average distance carried....	16.9			
Total passenger revenue...		10,715	46	
Average amount received from each passenger.....			62	2.30
Average receipts per passen- ger per mile.....			03	6.81
Estimated cost of carrying each passenger one mile..			01	5.07
Total passenger earnings....		12,151	54	
Passenger earnings per mile of road		875	47	
Passenger earnings per train- mile.....		2	11	3.81
Freight Traffic :				
Number of tons carried of freight earning revenue..	12,128			
Number of tons carried one mile	146,229			
Total freight revenue.....		14,341	98	
Average amount received for each ton of freight....		1	18	2.05
Average receipts per ton per mile.....			09	8.07
Estimated cost of carrying one ton one mile.....			08	4.94
Total freight earnings		14,341	98	
Freight earnings per mile of road		1,033	28	3.00
Freight earnings per train- mile.....			83	1.42
Passenger and Freight :				
Passenger and freight reve- nue.....		25,057	44	
Passenger and freight reve- nue per mile of road.....		1,805	29	1.00

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

Item.	Column for Tonnage, Num- ber Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger and freight earn- ings.....		26,493	52	
Passenger and freight earn- ings per mile of road....		1,908	75	5.05
Gross earnings from opera- tion.....		26,493	52	
Gross earnings from opera- tion per mile of road....		1,908	75	5.05
Expenses.....		16,810	55	
Expenses per mile of road..		1,211	13	4.70
Train Mileage: All mixed.				
Miles run by passenger trains	} 23,000			
Miles run by freight trains..				
Miles run by mixed trains..				
Total Mileage Trains Earning Revenue.....	23,000			
Miles run by switching trains	300			
Grand Total Train Mileage	23,300			
Mileage of loaded freight cars—North or East, esti- mated.....	10,920			
Mileage of loaded freight cars—South or West, es- timated.....	10,920			
Mileage of empty freight cars—North or East, esti- mated.....	3,640			
Mileage of empty freight cars—South or West, esti- mated.....	3,640			
Average number of freight cars in train, estimated...	1.66			
Average number of loaded cars in train, estimated...	1.25			
Average number of empty cars in train, estimated...	.41			

FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originat- ing on this Road.	Freight Received from Connect- ing Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain.....		1,547	1,547	12.75
Flour.....		290	290	02.39
Cotton.....		10	10	00.08
Fruit and Vegetables.....	50	30	80	00.66
Products of Animals :				
Live Stock.....	280	20	380	03.13
Poultry, Game, and Fish.....	5		5	00.04
Wool.....	62	70	132	01.08
Hides and Leather.....	25	40	65	00.53
Products of Mines :				
Anthracite Coal.....		2,466	2,466	20.33
Salt.....		60	60	00.49
Products of Forest :				
Lumber.....	2,060	360	2,420	19.95
Bark.....	120		120	00.99
Chair Stock.....	840		840	06.93
Manufactures :				
Petroleum and other Oils.....		130	130	01.15
Sugar.....	20	75	95	00.80
Soap.....		80	80	00.66
Castings and Machinery.....	65	80	145	01.19
Bar and Sheet Metal.....		20	20	00.16
Cement, Brick and Lime.....	10		10	00.08
Agricultural Implements.....		20	20	00.16
Wagons, Carriages, Tools, Etc.		20	20	00.16
Household Goods & Furniture	10	50	60	00.50
Fertilizer.....		100	100	00.83
Miscellaneous : Other commod- ities not mentioned above..	1,000	2,083	3,083	24.97
Total Tonnage.....	4,627	7,501	12,128	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	1	2	2	Westinghouse.		
Freight.....						
Total Locomotives.....	1	2	2			
Cars in Passenger Service:						
First-class Passenger Cars.....		2	1	Westinghouse.	2	Miller
Combination Passenger Cars.....		1	1	"	1	"
Baggage, Exp. and Postal Cars.....		1	1	"	1	"
Total.....		4	3		4	
Cars in Freight Service:						
Box Cars.....		1	1	Westinghouse.		
Flat Cars.....		1		None.		
Total.....		2	1			
Grand Total Cars Owned.....		6				

MILEAGE OF ROAD OPERATED.

Miles of single track, 13.88. Miles of yard track and sidings, 1.
Total mileage operated (all tracks), 14.88.

MILEAGE OF LINE BY STATES AND TERRITORIES.

Vermont, 13.88 miles.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Tamarack.....	1,053	36 cents.
Hemlock.....	1,218	32 "
Total.....	2,271	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Bituminous Coal—Tons.	Cords Hard Wood	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger .. } Freight. } Switching .. } Construction }	127 ¹⁴⁰ / ₁₀₀₀	578.13	512.40	23,300	43.97
Average Cost at Distributing Point...	\$4 48	\$4 10			

There were no accidents to persons on this road during the year.

CHARACTERISTICS OF ROAD.

Have no Engineer and cannot supply part of data asked for.

Bridges:

Number Wooden..... 1
Aggregate length..... 250 feet.

Overhead Highway Crossings:

*Bridges..... 1
Conduits 6

Total..... 7

*Height above surface of rail..... 17 feet, 6 inches.

Overhead Railway Crossings:

Bridges over highway.....	4
Bridges over streams.....	2
Total.....	6

Gauge of Track: 4 feet, 8½ inches; 13.88 miles of Main line.

CAR MILEAGE.

Individuals, Co-operative Fast Freight-Lines, and Stock Companies, to which the Company making this report pays mileage for use of cars.

Central Vermont Railroad System.
 Boston and Maine Railroad System.
 Fitchburg Railroad System.
 National Despatch Line.
 White Line Transit Company.
 Red Line Transit Company.
 Blue Line Transit Company.
 Grand Trunk Railway Company.
 Cincinnati, Hamilton and Dayton Railroad Company.
 Delaware, Lackawanna and Western Railway Company.
 Great Eastern Line.
 New York Central and Leased Lines.
 Richmond and Danville Railroad Company.
 Canadian Pacific Railway Company.
 Union Line.
 Michigan Central System.
 Pennsylvania Railroad System.
 Quebec Central Railway Company.
 Delaware and Hudson Canal Company.
 C. C. C. and St. Souci Railroad Company.
 Illinois Central Railroad Company.
 Connecticut River Railroad Company.
 Concord and Montreal Railroad Company.
 New York, Ontario and Western Railroad Company.
 Terre Haute and Indiana Railroad Company.
 Lake Shore and Michigan Southern Railroad Company.
 New York, Pennsylvania and Ohio Railroad Company.
 Erie Despatch Line.
 Missouri Pacific Railway Company.
 Great Northern Line.
 Canada Atlantic Railway Company.
 Maine Central Railroad Company.
 Empire Line.
 Minneapolis, St. Paul and Ste. Marie Railroad Company.
 Old Colony Railroad Company.
 New York, New Haven and Hartford Railroad Company.
 Montpelier and Wells River Railroad Company.
 Lehigh Valley Railroad Company.
 Buffalo, Rochester and Pittsburg Railroad Company.
 Pennsylvania, Poughkeepsie and Boston Railroad Company.
 Toledo, Peoria and Western Railroad Company.
 Ohio River Railroad Company.

Providence, Worcester and Boston Railroad Company.
Inter-Colonial Railway Company.
Canada Southern Railroad Line.
Cheshire Railroad Company.
Boston and Albany Railroad Company.
Chicago and Grand Trunk Railway Company.

STATE OF VERMONT, }
County of Windsor. } ss:

I, the undersigned, J. G. Porter, Treasurer of the Woodstock Railway Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

J. G. PORTER, *Treasurer.*

Subscribed and sworn to before me,
this 16th day of September, 1892.

LEWIS PRATT,

Notary Public.

APPENDIX.

THE
GENERAL LAWS OF
VERMONT,

RELATING TO RAILROADS,

BEING

CHAPTERS 154, 155, 156, 157 & 158 OF THE REVISED
LAWS OF 1880, AND ACTS PASSED AT
SESSIONS OF THE GENERAL
ASSEMBLY IN 1882, 1884,
1886, 1888 AND 1890.

RAILROADS.

CHAPTER 154.—General provisions.

CHAPTER 155.—Incorporation under general laws.

CHAPTER 156.—Organization, stock, bonds and mortgages.

CHAPTER 157.—Construction and operation of the road.

CHAPTER 158.—Trustees and proceedings after foreclosure.

CHAPTER 154.

GENERAL PROVISIONS.

SECTION		SECTION.	
3299.	Railroad companies subject to this title.	3302.	State may purchase franchise and property.
3300.	To whom the provisions of this title apply.	3303.	Contracts between companies : corporate property.
3301.	Adverse possession in railway gives no title.	3304.	Rights and liabilities not affected.
		3305.	Legislative control.

SEC. 3299. Railroad companies organized or incorporated under the laws of this State shall be subject to the provisions of this title so far as consistent with their respective charters.

SEC. 3300. The provisions of this title which impose upon a railroad corporation any duty, obligation or liability, shall apply to persons having the possession, control or management of a railroad or of the engines and cars running thereon, as lessees, assignees, trustees or in any other capacity.

SEC. 3301. No person shall acquire a title to lands belonging to a railroad corporation, where such lands lie within the limits of the roadway of such corporation as recorded in the town clerk's office, by reason of any adverse possession thereof for more than fifteen years.

SEC. 3302. The State may, at any time during the continuance of the charter of a railroad corporation, after the expiration of twenty years from the opening of its railroad for use, purchase of the corpora-

tion the railroad, and the franchise, property, rights and privileges of the corporation, by paying it therefor such sum as will re-imburse the amount of capital paid in, with a net profit thereon of ten per cent. per annum from the time of the payment thereof by the stockholders to the time of such purchase.

SEC. 3303. Railroad companies in this State may make contracts and arrangements with each other, and with railroad corporations incorporated under the laws of other of the United States, or under the authority of the government of Canada, for leasing and running the roads of the respective corporations, or a part thereof, by either of their respective companies; and may contract for and hold in fee-simple, or otherwise, lands or buildings in this or other States for depot purposes and storing freight; and may purchase and hold such personal property as is necessary and convenient for carrying into effect the object of this section.

SEC. 3304. Nothing in this title shall affect rights or liabilities accrued previous to December first, A. D. 1850.

SEC. 3305. The provisions of this title shall at all times be subject to alteration, amendment or repeal by the General Assembly.

CHAPTER 155.

INCORPORATION UNDER GENERAL LAW.

SECTION		SECTION	
3306.	Articles of association.	3317.	Record required before taking land.
3307.	Subscribing to articles.		INCREASE OF CAPITAL STOCK.
3308.	Articles to be filed and recorded.	3318.	Stock may be increased; sanction required.
3309.	Subscribers and stockholders a corporation; powers.	3319.	Notice of meeting to sanction.
3310.	Change of location.	3320.	Proceedings to be minuted; certified copy to be recorded.
3311.	Effect of such change; change to be filed.		GENERAL PROVISIONS.
3312.	Opening books of subscription; first payment.	3321.	Copies of articles and affidavit made evidence.
3313.	One vote to a share; proxies.	3322.	This chapter not to apply to horse-railroads.
3314.	Railroads cannot subscribe.	3323.	Legislative control.
3315.	Majority of directors to reside in this State.		
3316.	Building of road, when to be begun and completed.		

SEC. 3306. Any number of persons not less than twenty-five, a majority of them being inhabitants of this State, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in conveyance of persons and property; and for that purpose may make and sign articles of association, stating the name of the company, which shall be a name not in use by another railroad company in the State, the places from and to which the road is to be constructed or maintained and operated, the length of such road as near as may be, and the name of each town and county through or into which it is made, or intended to be made; the amount of the capital stock of the company, which shall be divided into shares of one hundred dollars each, and shall not be less than ten thousand dollars for every mile of road constructed or proposed to be constructed, and the number of shares of which said capital stock shall consist; and the names and places of residence of the directors of the company, who shall be chosen from and by the persons subscribing to said articles of association, and shall manage its affairs for the first year and until others are chosen.

SEC. 3307. Each subscriber to the articles of association shall subscribe thereto his name, place of residence, and number of shares of stock he agrees to take in the company; but no subscriber shall be bound to pay beyond ten per cent. of the amount of his subscription until a corporation is established under the provisions of this chapter.

SEC. 3308. When at least five thousand dollars of stock for every mile of the first twenty miles, if there are so many of railroad proposed to be made, is subscribed thereto, and one thousand dollars for every mile thereafter, and ten per cent. paid thereon in good faith and in cash, to the directors named in the articles of association, and there is en-

dorsed on such articles or annexed thereto, an affidavit made by a majority of the directors named therein, that such amount of stock has been in good faith subscribed, and ten per cent. paid in cash thereon as aforesaid, and that it is intended in good faith to construct or maintain and operate such railroad, such articles of association with the endorsement and affidavit may be filed in the office of the Secretary of State, who shall endorse thereon the date when the same were filed and shall record the same in a book to be kept for that purpose in his office.

SEC. 3309. When the articles of association are thus filed the persons who have so subscribed and persons who become stockholders in the company, shall be a corporation in fact and in name, by the name specified in such articles; and as such may have succession by such corporate name for the period limited in such articles, or perpetually if no period is limited; may sue and be sued, complain and defend in courts of law or equity; may make and use a common seal, and alter the same at pleasure; may lay out, construct and maintain, for public use in the conveyance of persons and property, a railroad on the line designated in such articles of association; may take, hold, purchase, use and convey such real and personal estate as is necessary for the construction, maintenance and accommodation of such railroad, and its necessary structures, and as the purposes of the corporation require, not exceeding the amount, if any, limited in such articles or its by-laws; may take and convey persons and property on such railroad by the power of steam or of animals, or by any mechanical power, and receive compensation therefor, subject to the regulations provided by law; may erect and maintain convenient and necessary buildings, stations, fixtures and machinery for the accommodation of the passengers, freights and business on such railroad; may regulate the time and manner in which passengers and property shall be transported on such railroad, subject to regulations provided by law; may appoint such subordinate officers and agents as the business of the corporation requires, and allow them a suitable compensation; and may make by-laws, not inconsistent with law, for the management of the property of the corporation, the regulation of its affairs, and the transfer of its stock; and shall be deemed to be a railroad company or corporation, incorporated under the authority of the State, and as such shall have the powers, rights, franchises and privileges granted to or vested in railroad companies or corporations by law, and shall be subject to the provisions of law which affect railroad companies or corporations.

SEC. 3310. In the final location of such railroad a necessary or reasonable change of line may be made, although by such change the line

passes into towns not named in the articles of association, or does not pass through some of those named in such articles, while the general route and direction and the terminal points mentioned are observed ; but such change in the line shall not be made by the company if it violates the conditions of the vote of a town, or of some subscription to render aid in the construction of such railroad, unless the assent of such town or of the party making such condition or subscription is first obtained.

SEC. 3311. The description of route made on the preliminary survey for such railroad, notwithstanding such necessary or reasonable change of line in the final location, shall be deemed a sufficient compliance with this chapter ; and such change of line shall not invalidate the articles of association of such company, and the route, as changed, shall be filed with the Secretary of State as an amendment of the original articles of association.

SEC. 3312. When such articles of association and affidavit are filed and recorded in the office of the Secretary of State, as aforesaid, the directors may, if the whole of the capital stock of the company is not subscribed, open books of subscription to fill up the capital stock in such places, and after giving such notice as they deem expedient, and may continue to receive subscriptions until the whole capital stock is subscribed. At the time of subscribing, every subscriber shall pay to the directors ten per cent of the amount subscribed by him in money ; and no subscription shall be received or taken without such payment.

SEC. 3313. Every holder of stock in a company organized under this chapter shall be entitled to one vote, in person or by proxy, on each share of stock held by him.

SEC. 3314. No other railroad corporation shall subscribe for, take, or hold, directly or indirectly, stock or bonds of a railroad corporation organized under this chapter, unless specially authorized by the legislature.

SEC. 3315. A majority of the directors of a railroad established under this chapter shall be inhabitants of the State.

SEC. 3316. If a corporation formed under this chapter does not, within eighteen months after its articles of association are filed in the office of the Secretary of State, begin the construction of its railroad and expend thereon five per cent. of the amount of its capital stock, or does not finish its railroad and put it in operation in seven years from the time of filing its articles of association, its corporate existence shall cease, except as to so much of the road as has been completed.

SEC. 3317. Before a company formed under this chapter commences proceedings, for the purpose of acquiring title to real estate, or an interest therein, it shall cause a copy of the record of its articles of association, and of the affidavit endorsed thereon or annexed thereto, made in the office of the Secretary of State, and certified to be a true copy by the Secretary of State, to be filed and recorded in the office of the county clerk in the county in which such real estate is situated. This section shall not prevent a company from taking and holding voluntary grants of real estate made to it, to aid in the construction, maintenance and accommodation of its railroad; but such real estate shall be held and used for the purposes of such grant only.

INCREASE OF STOCK.

SEC. 3318. If the capital stock of a company formed under this chapter is found to be insufficient for constructing and operating its railroad, the company may increase the stock from time to time to any amount required for the purposes aforesaid; but such increase must be sanctioned by a vote of two-thirds in amount of all the stock represented, at a meeting of the stockholders called by the directors of the company for that purpose.

SEC. 3319. Notice in writing of such meeting shall be given to each stockholder personally or be addressed to him by mail post-paid, at the post office nearest his usual place of residence, at least ten days prior to the meeting. The notice must state the time and place of the meeting, and its object, and the amount to which it is proposed to increase the capital stock.

SEC. 3320. The proceedings of such meeting shall be entered in the minutes of the proceedings of the company, and a copy of the record thereof, certified by the president and clerk and a majority of the directors of the company, shall be filed and recorded in the office of the Secretary of State; and thereafter the capital stock of the company may be increased to the amount sanctioned by such vote.

GENERAL PROVISIONS.

SEC. 3321. A copy of the articles of association, and of the affidavit endorsed thereon or annexed thereto as aforesaid, filed and recorded in the office of the Secretary of State, or of the record of the articles of association and affidavit certified to be a copy by the Secretary of State shall be presumptive evidence in any court of the incorporation of the

company, and of the facts therein stated; and a copy of the record of the same made in the office of the county clerk, as provided in this chapter, certified to be a copy by the county clerk, shall have the same effect as evidence in the courts of the county.

SEC. 3322. Nothing in this chapter shall relate to horse railroads.

SEC. 3323. The legislature may alter, amend or repeal this chapter or any part thereof, or may annul or dissolve a corporation formed under it; but such alteration, amendment, repeal, annulment, or dissolution, shall not impair a remedy given against such corporation, its stockholders or officers, for liabilities previously incurred.

CHAPTER 156.

ORGANIZATION, STOCK, BONDS AND MORTGAGES.

SECTION

- 3324. Railroad company, a corporation as soon as chartered.
- 3325. Route to be designated in charter.
- 3326. Opening books for subscription.
- 3327. Stock distributed if subscription exceed it.
- 3328. First payment; security for further payment.
- 3329. Subscriptions to be absolute.
- 3330. Subscribers are members; right to vote.

GOVERNMENT, MEETINGS AND ELECTION OF OFFICERS.

- 3331. Board of directors.
- 3332. Election of first board.
- 3333. Directors to be elected annually.
- 3334. Not elected on day fixed, further time given.
- 3335. Meetings, how called and notified.
- 3336. President, clerk, and treasurer; official bonds. Majority of board may act.
- 3337. Name and place of business of clerk and treasurer to be returned to Secretary of State.
- 3338. Offices and books to be kept in this State; penalty.

PREFERRED AND GUARANTEED STOCK AND INCREASE OF STOCK.

- 3339. Preferred stock; issue, how ordered.

SECTION

- 3340. Notice of meeting for ordering issue.
- 3341. Original stockholders have first right to take.
- 3342. Holders of such stock can vote or hold office.
- 3343. Guaranteed stock may be issued, when.
- 3344. In increasing stock shares to be sold at par.

SHARES AND ASSESSMENTS THEREON.

- 3345. Shares are personalty; transfers; attachment and levy.
- 3346. Assessments; how notified.
- 3347. Sale of shares to pay assessments.
- 3348. Stockholder, liable for deficiency; entitled to surplus.
- 3349. Purchaser liable for subsequent assessments.

ISSUE OF BONDS.

- 3350. Company may issue and secure bonds.
- 3351. Bonds binding though sold at less than par.

MORTGAGES AND LEASES.

- 3352. Recording; copies.
- 3353. Mortgages of franchise and rolling stock.

SEC. 3324. A railroad corporation shall be a body corporate and politic, from the passing of the act of incorporation, so far as to authorize such corporation, after its organization, to enforce the payment of subscriptions to its capital stock, and the performance of contracts for the conveyance of real estate for the purposes of the road, although such subscriptions and contracts may have been made prior to the organization.

SEC. 3325. Every act of incorporation of a railroad company shall confine the road within the limits indicated by the notice required in section 119 [§ 129], shall specify the town through which it may pass, and shall further designate the route on which the road is to be made with as much certainty as possible in each case.

STOCK SUBSCRIPTIONS AND VOTES.

SEC. 3326. The commissioners for opening books of subscription, named in an act of incorporation, shall, from time to time, after the

company is incorporated, open books of subscription to the capital stock of the company, in such places, and after giving such notice, as a majority of them direct, which books shall be kept open until the capital stock is subscribed, if the corporation exists so long.

SEC. 3327. If more stock is subscribed than the whole capital stock of the company, the commissioners shall distribute such capital stock as equally as possible among the subscribers, but no share shall be divided, nor shall a greater number of shares be allotted to a subscriber than he has subscribed for.

3328. A person subscribing for stock shall pay to the commissioners at the time of subscribing, five per cent. on the amount of stock subscribed by him, and shall, if required by the commissioners, give security to their satisfaction for the payment of fifteen dollars more on each share, in such instalments as are ordered by the company.

SEC. 3329. Subscriptions for stock shall be payable absolutely, and no secret agreement, nor any understanding or condition not inserted in the terms of the subscription, shall affect the right of the corporation to enforce payment thereof.

SEC. 3330. Each subscriber for stock shall be a member of the company and at all meetings thereof shall be entitled to one vote for each share of stock held by him; but he shall not vote for any shares beyond one-tenth part of the whole number of shares of stock of the corporation.

GOVERNMENT, MEETINGS, AND ELECTION OF OFFICERS.

SEC. 3331. The immediate government of the affairs of such corporation shall be vested in a board of not less than five directors, who shall be chosen by the members of the corporation, and shall hold their offices until others are elected.

SEC. 3332. As soon as practicable after the stock or such portion thereof as is prescribed in the act of incorporation, is subscribed, the commissioners to receive subscriptions shall give at least ten days' notice for the meeting of the stockholders, at such time and place as they appoint, for the choice of directors, by publishing the same in such newspapers as they direct; and such elections shall then be made by ballot by the stockholders who attend either in person or by proxy. The commissioners shall be inspectors of the first election of directors, shall openly count the votes and declare the result, and shall certify the names of those duly elected, and deliver to said directors the moneys received by such commissioners on subscriptions to the capital stock, and the books and papers in their possession relating to such subscriptions.

The time and place for the first meeting of the directors shall be fixed by the commissioners.

SEC. 3333. A new election of directors shall be made annually, at such time and place, and upon such notice as is designated in the by-laws of the corporation; but if the by-laws contain no provisions upon the subject, then at such time and place, and upon such notice, as the directors designate.

SEC. 3334. If an election of directors is not made on the day designated in the by-laws of a railroad company, the company for that reason shall not be dissolved if within ninety days thereafter it holds an election for directors in such manner as is provided for by the by-laws.

SEC. 3335. Meetings shall be called and notified as provided in the by-laws of the corporation.

SEC. 3336. The directors shall elect one of their number to be president of the board, who shall also be president of the corporation; and they may choose a clerk, who shall be sworn, and a treasurer, and such subordinate officers as the company by its by-laws designates, who shall give bonds to the corporation, in such sum as is required by the by-laws, for the faithful discharge of the duties of their offices. A majority of the directors shall form a board, and may transact the business of the company.

SEC. 3337. Railroad corporations shall, on the first day of January of each year, lodge with the Secretary of State the names of their clerks and treasurers, and their place of business within this State.

SEC. 3338. The treasurer and clerk of the railroad corporation shall be residents of this State except when otherwise specially provided by law; and the offices of the treasurers and clerks, and the books and papers belonging to said offices shall be kept in the State, except when temporarily removed and detained without the State by order of a judge of the supreme court, to be used in evidence in suits actually pending in a neighboring State, and in such case to be detained only during the term of court at which such suit is to be tried; and if a railroad corporation neglects to comply with the provisions of this section it shall, for every day's neglect, forfeit to the State ten dollars, to be recovered in an action on the case upon this statute in any county in the name of the treasurer of the State who shall prosecute for the same.

PREFERRED AND GUARANTEED STOCK AND INCREASE OF STOCK.

SEC. 3339. A railroad company may issue preferred capital stock, in shares of not less than fifty dollars each, to have preference over the

common capital stock of such company, in dividends to be made out of the profits of the business, not exceeding seven per cent. per annum for the purpose of paying, discharging, retiring, or exchanging an outstanding claim, lien, mortgage or incumbrance against such company, upon its property, if the stockholders thereof, at a meeting called for that purpose, by a vote of at least two-thirds in amount of the shares of such company represented or voted upon at such meeting, order such issue.

SEC. 3340. Notice of such meeting shall be published once a week for three successive weeks, in a newspaper published in the town of St. Albans, and in a newspaper published in the town of Rutland, and for six consecutive days in one or more dailies published in each of the cities of New York and Boston.

SEC. 3341. The original stockholders in such corporation shall have the first right to take such preferred stock in proportion to the amount of original stock owned by them.

SEC. 3342. The holders of such preferred stock shall have the same right to vote at stockholders' meetings as the holders of the common stock of said company, and shall be equally qualified to be officers thereof.

SEC. 3343. Railroad corporations, for the purpose of building or furnishing their respective roads, or the payment of their just debts, may, when authorized so to do by a vote of the stockholders at a meeting called for that purpose, issue stock, guaranteeing thereon a certain dividend not exceeding eight per cent. per annum, for such term of time as they deem expedient; and such guaranty shall be binding on the corporation.

SEC. 3344. No railroad corporation, authorized by its charter to increase its capital stock, shall issue shares for a less amount to be paid in on each, than the par value of the shares in the original stock of the corporation, unless all the stockholders in the corporation agree, in writing, that such shares may be issued for a less sum.

SHARES AND ASSESSMENTS THEREON.

SEC. 3345. The shares in the capital stock of a railroad corporation shall be personal estate, and may be transferred by any conveyance in writing, as provided by the by-laws of the corporation, and shall be liable to attachment and sale under legal process, as provided by law for the attachment and sale, under process, of the shares of capital stock of private corporations.

SEC. 3346. The president and directors of a railroad corporation may, from time to time, make such equal assessments on the shares in the corporation as they deem necessary for the purposes of the corporation, but not to a greater amount than the sum at which the shares are fixed by its charter, or by the vote or agreement of the stockholders, and may direct the same to be paid to the treasurer, who shall give notice thereof to the stockholders, either personally or by letter through the mail, or by publication in such newspaper as the directors designate.

SEC. 3347. If a stockholder does not pay his assessments, for thirty days after such notice, the directors may order the treasurer, after giving notice of the sale, to sell the shares of such person at public auction to the highest bidder, and the same shall be transferred to the purchaser.

SEC. 3348. If such shares do not sell for a sum sufficient to pay the assessment, with interest and charges of sale, the delinquent stockholder shall be liable to the corporation for the deficiency; and if they sell for more than the assessment, so due, with interest and charges of sale, he shall be entitled to the surplus remaining after the sale.

SEC. 3349. The purchasers and owners of the shares so purchased shall be liable for subsequent assessments thereon, and payment thereof may be enforced as above provided.

ISSUE OF BONDS.

SEC. 3350. A railroad corporation, if it so votes at a meeting of its stockholders called for that purpose, may issue its notes or bonds in sums not less than one hundred dollars to raise money or to extinguish any debt or liability of the company, on time not to exceed thirty years, and at a rate of interest not to exceed seven per cent, and may secure them by a mortgage of its road or other property which it owns and any interest in railroad property.

SEC. 3351. Bonds or notes issued by such corporation or by the trustees and managers of railroad property shall be binding and collectible in law although negotiated and sold by such corporation or trustees and managers at less than par.

MORTGAGES AND LOANS.

SEC. 3352. Mortgages and leases of railroads, and assignments thereof, shall be recorded in the office of the clerk of each county through which the road passes, instead of the offices of the town clerks, and the

same when so recorded, and copies of such records shall have the same effect as if recorded in the offices of the town clerks of the towns through which such road passes.

SEC. 3353. Mortgages of railroad franchises, furniture, cars, engines, and rolling stock, when properly executed and recorded, shall vest in the mortgagee a mortgage interest in and lien upon such property, without delivery or change of possession; and for the purpose of mortgage, all such property shall be deemed part of the realty. But this section shall not prevent such furniture, cars, engines, and rolling stock from being attached by a person having a claim against the corporation owning such property, for an injury sustained on its road, by negligence of the corporation, or for services rendered, or materials furnished to keep said road in repair or to run the same, or for liabilities as common carriers, or for the loss of property while in the possession of said corporation; and such property, when so attached, may be taken, held, and disposed of as though said property had not been mortgaged.

CHAPTER 157.

CONSTRUCTION AND OPERATION OF THE ROAD.

SECTION

3354. Entry upon lands for preliminary survey.
3355. Location of road to be recorded.

RIGHT TO TAKE LAND.

3356. Lands, materials and water for road.
3357. Land for depot accommodations.
3358. Land without the road limits.

APPRAISAL OF DAMAGES.

3359. Appointments of commissioners.
3360. Notice of time and place of appraisal.
3361. Description of land and property.
3362. What estates in same land appraised separately.
3363. Notice and statement of appraisal; record.
3364. Payment or deposit of damages conveys property.
3365. If owner is a married woman, infant, idiot or lunatic.
3366. Appeal to county court.

PROCEEDINGS IN CHANCERY RESPECTING DAMAGES.

3367. Petition to chancellor; order to deposit damages.
3368. Notice required before final decree.
3369. Deposit of damages; sum invested.

OBSTRUCTION TO PRIVATE WAY.

3370. Damages, to be paid; how ascertained.

RIGHT OF ACTION ON NON-PAYMENT OF DAMAGES, &c.

3371. Suit when property is taken without appraisal.
3372. Security from contractor; liability for wages.

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RIGHT TO ALTER HIGHWAY OR TURNPIKE.

3377. Laying road upon turnpike, way or bridge.
3378. Altering course of turnpike or way at crossing.
3379. Alterations to be recorded.

SECTION

3380. Taking additional lands for such alterations.

CROSSING HIGHWAYS OR TURNPIKES.

3381. Turnpike or way crossing railroad.
3382. Railroad crossing turnpike or way.
3383. Repairs at crossing; liability for damage.
3384. When town may make repairs and recover expense.
3385. Contract between town and company, not affected.

SIGN BOARDS AT CROSSINGS.

3386. Sign boards to be kept at crossings.
3387. Bell to be rung or whistle blown.
3388. Penalty for violation of §§ 3386, 3387.

UNSAFE CROSSINGS.

3389. Petition and service; commissioners.
3390. Proceedings by commissioners and court.

OBSTRUCTING CROSSINGS.

3391. Fine for obstructing with engines or cars.
3392. For not opening freight trains stopped on crossing.
3393. Company not to leave nuisance in highway.
3394. Liable for damages occasioned.
3395. Fine for leaving such nuisance.
3396. For obstructing sight of cars at crossing.
3397. For not removing such obstruction on notice.

CROSSING OR CONNECTING WITH ANOTHER RAILROAD.

3398. Railroads may cross or unite; compensation, points and manner.
3399. Terms of business connection.
3400. Appointment of commissioners; hearing and award.
3401. Reporting award to court; award confirmed, binding.
3402. Making connecting and competing road a party.
3403. Enforcing award; costs.
3404. Calling special term of court; judges' pay.

STOPPAGE OF TRAINS AT CROSSING.

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SECTION.	SECTION.
3406. Engineman and company fined for non-compliance.	3427. Not to be more for less distance than for greater.
FARM CROSSINGS, CATTLE-GUARDS.	UNITED STATES MAIL.
3407. Company shall construct and maintain.	3428. Terms for carrying, how determined.
3408. Commissioners, when parties disagree.	REGULATIONS RESPECTING THE RUNNING OF THE ROAD.
FENCES.	3429. Brakes for passenger trains.
3409. Company to keep its road fenced.	3430. Fine for not complying.
3410. Or fence may be made at company's expense.	3431. Badges.
3411. Provision when land owner is to keep fence.	3432. Checks for baggage.
3412. Damage to animals on railroad.	3433. Forming passenger trains.
3413. Penalty for driving animal within fences.	3434. Putting passenger off.
3414. For allowing animal to be at large in roadway.	3435. Fine for refusing to pay fare.
3415. Complaints as to fences, guards, crossings, &c.	3436. Penalty for running out of time.
3416. Orders of commissioners.	3437. Company to post up copies of preceding section.
3417. Penalty for not complying.	3438. Only company's engines to be run on road.
BRIDGES.	3439. Rate of speed at passenger depot.
3418. Width and height of bridge.	3440. Use of intoxicating liquors by employees.
3419. Ladders or steps to top of car.	3441. Engineer or conductor fined for intoxication.
3420. Penalty for not complying.	3442. Negligence of employee, how punished.
3421. How enforced.	3443. Property held for injuries on road.
MAINTENANCE OF STATIONS.	3444. Damages by fire communicated by engine.
3422. Locating depots.	3445. Double damages for injuring road or property.
3423. Abandoning depot or diminishing accommodations.	RAILROAD POLICE.
3424. Removing or discontinuing depot.	3446. Appointment of commissions.
3425. Enjoining violation of two preceding sections.	3447. Duration of office.
TOLLS.	3448. Badges.
3426. Fixed by company; how altered or reduced.	3449. Arrests; offenders, where tried.
	3450. Pay of police; liability for misconduct.
	3451. Fine for loitering about station house.
	3452. Minors boarding train or loitering about yard or station.

SURVEY AND LOCATION.

SEC. 3354. A railroad corporation may cause such examinations and surveys for the proposed railroad to be made, as are necessary to the selection of the most advantageous route; and for such purpose, by their officers, agents and servants, may enter upon lands or waters of a person, but subject to responsibility for damages which they shall do thereto; but they shall make no entry for other purposes without the consent of the owner, until the damages are agreed upon by the parties, or ascertained and paid to the owner, or deposited as hereinafter directed.

SEC. 3355. Before a railroad corporation commences proceedings for the purpose of acquiring title to real estate or an interest therein, and

within two years from passing its act of incorporation, it shall cause the location of its road, signed by a majority of the directors, defining the courses, distances and boundaries of the same in each town through which it passes, to be recorded in the respective town clerk's offices of said towns; and if the road passes through a gore or unorganized township, the location shall be recorded in the office in which conveyances of real estate situated in such gore or unorganized township are required by law to be recorded.

RIGHT TO TAKE LAND.

SEC. 3356. A railroad corporation may lay out its road, not exceeding five rods wide, or may purchase or otherwise take lands or materials necessary for making or securing its railroad, and such water and in such quantity as is required for the uses of the road, with the right of entering upon the land and constructing and keeping in repair necessary aqueducts. But it shall not take otherwise than by purchase water or a spring of water which the owner requires for the reasonable and convenient use of his premises; and if the owner and the corporation cannot agree as to what water is necessary for such use, the corporation shall apply to commissioners to determine the same before taking such water and give the owner twelve days' notice in writing of the time and place when the application will be heard.

SEC. 3357. A railroad corporation may enter upon and take lands necessary for depot accommodations as provided by law and its act of incorporation.

SEC. 3358. No land without the limits of its road shall be taken by a railroad corporation for the requisite and convenient accommodation of its road, without the permission of the owner thereof, unless the commissioners, on the application of the corporation, and after twelve days' notice to the owner, first prescribe the limits within which such land shall be taken.

APPRAISAL OF DAMAGES.

Sec. 3359. When a railroad corporation has not acquired, by gift or purchase, land, real estate or property, taken or required for the construction, maintenance and convenient accommodation of its road, and if the parties do not agree as to the price of such lands and other property, any two judges of the supreme court, upon application for that purpose by the corporation, shall appoint three disinterested commis-

sioners, one of whom shall be an inhabitant of the town and all shall be inhabitants of the county in which the land or other property to be appraised is situated, to determine the damages which the owners of such lands or property have sustained by the occupation of the same for the purposes aforesaid.

SEC. 3360. The commissioners shall give twelve days' notice to the occupants or owners of the lands of the time and place when and where they will attend to such appraisal, but no notice shall be required to be given of the appraisal of unoccupied lands, unless the owner resides in the State, or has some known agent or attorney residing therein; and if the owner does not reside in the State, and has a known agent or attorney residing therein, the same notice shall be given to the agent or attorney as is directed to be given to the owner or occupant.

SEC. 3361. At least ten days before an appraisal is made by the commissioners, the corporation shall deliver to the owner, or deposit in the town clerk's office in the town in which the same is situated, a plan or description in writing of the land or property so taken.

SEC. 3362. When a railroad corporation takes lands subject to dower, or to an estate for life or years, the commissioners shall appraise the damages to such right of dower, or other estate for life, or for years, and also the damages to the reversionary interest.

SEC. 3363. When an appraisal is made, the commissioners shall within twenty days notify the owner, if known, of the amount thereof, and deliver to the company a written statement of the same, with a description of the land or other property so by them appraised, which within thirty days thereafter the company shall cause to be recorded in the town clerk's office of the town where the lands or other estate lie.

SEC. 3364. Upon the payment of the damages determined upon by the commissioners, with the costs and charges thereupon accruing, by the company, or upon the deposit of the same by the company in such bank, or with such clerk of the supreme court as the commissioners direct, to the credit of the person to whom the damages have been awarded, such bank or clerk giving notice personally, or by letter through the post office, to such persons that such deposit has been made, the company shall be deemed to be seized and possessed of the land or other property appraised by the commissioners.

SEC. 3365. If the owner of the lands or estate is a married woman, an infant, idiot, or insane, or does not reside in this State, or is not known, the company shall cause the damages sustained by such owners to be determined in the manner above prescribed, and shall pay the same to the lawful owners when demanded, with interest thereon,

which damages and interest shall be a specific lien upon the real estate of such company, and be preferred before any other demand against said company.

SEC. 3366. If the company, or the owner of land or property is dissatisfied with the decision of the commissioners, either party may, within ninety days after the date of award, appeal to the county court; and such court shall thereupon appoint three commissioners, one of whom shall be an inhabitant of the county in which such land or property is situated; and the decision of the court shall be final upon the report of said commissioners, and costs may, in the discretion of the court, be allowed to either party. But no appeal shall be taken by the corporation after deposit of the amount of the award, nor shall an appeal be taken by the landholder or owner after acceptance thereof.

PROCEEDINGS IN CHANCERY RESPECTING DAMAGES.

SEC. 3367. When a railroad corporation requires for roadway or building materials lands whose owners is unknown, or where there are conflicting claims to the title, or where such lands are encumbered by mortgages, attachments, or the levy of executions, or otherwise, such corporation, after having the damages appraised by the commissioners, may apply by petition to a chancellor, and such chancellor may, in his discretion, order the damages awarded by the commissioners to be deposited with the clerk of the court, or in a bank in the county where the land is situated, subject to the order of such person as the chancellor decides to be entitled to the same, or subject to the future order of a chancellor.

SEC. 3368. No final decree shall be made in such case until reasonable notice has been given to persons interested, when they are known and reside in the State, of the filing of the petition; and when the owners are unknown or reside without the State, such notice shall be given as the chancellor orders, by publication or otherwise.

SEC. 3369. On the deposit of the damages under the order of a chancellor, the title to the land shall vest in the corporation, subject to the right of appeal as in other cases; and if the sum so deposited remains for six months undemanded, a chancellor may order the same invested for the benefit of those interested.

OBSTRUCTION TO PRIVATE WAY.

SEC. 3370. When a railroad corporation in laying out, building, grading or making its road, obstructs the travel or means of access to a

manufactory, mill, place of business or dwelling house, the corporation shall be liable to pay to the person thereby injured such reasonable compensation as the commissioners for determining railroad damages deem proper. The person so claiming to be damaged may apply in writing to the commissioners, setting forth such damage ; and such application, with a notice from the commissioners to the corporation of the time and place of hearing shall be served on the corporation according to law.

RIGHT OF ACTION ON NON-PAYMENT OF DAMAGES OR DEFAULT OF CONTRACTORS.

SEC. 3371. When a railroad company has entered upon and used land and real estate for the construction and accommodation of its railroad ; and has, by its engineers, agents, or servants, entered upon land contiguous to the railroad, or the works connected therewith, and taken materials to use in the construction of its road, and has not paid the owner therefor, nor, within two years from such entry, had the damages appraised by commissioners, and an award made and delivered, a person claiming damages in such case may bring suit therefor, within six years after such entry, before a justice if the claim is not over two hundred dollars, otherwise in the county court ; and a plea or notice of justification of the entry under the act incorporating the company, shall not bar the suit, but the plaintiff shall recover only his actual damages.

SEC. 3372. A railroad company shall require sufficient security from the contractors for the payment of labor performed in constructing the road by persons in their employ ; and such company shall be liable, to the day laborers employed by the contractors, for labor actually performed on its road, if the person having such claim shall, in writing, within forty days after the performance of the labor, notify the engineer in charge of the section on which the labor was performed, that he has not been paid by the contractors.

CHANGES IN LOCATION.

SEC. 3373. A railroad corporation, after taking land for a portion of its road, may vary the direction of the road in the place where such land is situated, provided it does not thereby locate its road, or part thereof, without the limits prescribed by its act of incorporation ; and it shall, before the time required by law for completing the road, file the location of the different parts of the road, when such variations are

made, with the town clerks of the respective towns where such parts are situated, who shall record the same.

SEC. 3374. When a railroad corporation has paid, or become liable to pay, land damages for the location of its road, and afterwards changes such location and occupies other lands of the same land owner to whom damages have been paid or awarded, the land first located upon shall, on the completion of the subsequent location, revert to the land owner, and on the subsequent location the commissioners shall award such damages as under the circumstances are just; and if the damages awarded on the second location are less than those awarded on the first location, the corporation may recover the difference, if paid, from the land owner, and if awarded and not paid, may retain the difference, and shall not be liable to pay the same. If the damages on the first location have been assessed by the commissioners and an appeal taken therefrom is pending, the corporation shall pay the cost accrued in the appeal, and cause its new location to be recorded, before it takes the benefit of this section.

SEC. 3375. If the location of a railroad is changed after the payment of damages to a land owner, and no portion of the lands of such owner is taken from the new location, the lands taken for the first location shall revert to the owner, and the railroad company may recover from such land owner the amount so paid as damages, deducting therefrom the damages which accrued to him in consequence of locating the railroad across his lands, which shall be ascertained by the commissioners as provided for determining land damages upon the location of a railroad. But the land owner may, if he chooses, convey to the company the land so located upon, and retain the sum so awarded.

SEC. 3376. If the location of the road has been changed, as mentioned in the preceding section, and the damages have been awarded and not paid, the land first located upon shall revert to the owner thereof, and the corporation shall not be required to pay the sum so awarded, but shall pay to the owner the damages which have accrued to him by reason of such location, to be determined by the commissioners.

RIGHT TO ALTER HIGHWAY OR TURNPIKE.

SEC. 3377. When it is necessary for a railroad corporation to lay out its road upon, or by the side of a turnpike or way, or upon a bridge owned by a town or turnpike corporation, the railroad corporation shall give notice thereof to one of the directors of the turnpike, or to one of the selectmen of the town; and if the railroad corporation cannot agree

with the selectmen, or with the turnpike directors, on a road to be worked or a bridge to be built by the railroad corporation in place of such road or bridge, or on the amount of damages, the commissioners, appointed to appraise land damages for the railroad corporation shall direct the corporation to build such road or bridge, as a substitute for the road or bridge so located upon, as the interest of the public and the parties requires; and upon the construction of such road or bridge, the road or bridge so located upon shall vest in the corporation. And a railroad corporation, turnpike corporation, town, or individual, owning land adjacent to said road or bridge, so entered upon, crossed, or altered, shall have the same right of appeal from the decision of the selectmen or commissioners, as is provided for in section 3184 [§ 3366.]

SEC. 3378. A railroad corporation may alter the course of a turnpike or other way where it is crossed by its railroad, for the purpose of facilitating the crossing of the same, if it can agree with the selectmen of the town in which such way is situated or the directors of the turnpike corporation as to such alterations or the manner of crossing. If it cannot agree, the commissioners named in the preceding section shall determine the same.

SEC. 3379. Alterations made in a turnpike or way under sections 3195, 3196, and [§§ 3377, 3378, 3382], shall, if made by said commissioners, be signed by them, and, if agreed upon by the parties, shall be signed by the turnpike directors or selectmen of the town, and duly recorded in the town clerk's office.

SEC. 3380. Such railroad corporation may take such additional lands for the purposes mentioned in the three preceding sections as said commissioners judge necessary. Unless the lands so taken are purchased or voluntarily given, compensation therefor shall be determined by the commissioners, as in other cases, and made by the railroad corporation to the owners and persons interested in the lands; and when compensation is made, the same shall become part of such turnpike or way, and may be held for highway purposes. And said land owners and said corporation shall have the same right of appeal as in other cases of land damages.

CROSSING HIGHWAYS OR TURNPIKES.

SEC. 3381. If, after laying out and making a railroad, a turnpike road or other way is so laid out as to cross said railroad, the turnpike road or other way may be so made as to pass under or over the railroad, and shall be so made as not to obstruct or injure it.

SEC. 3382. A railroad may be so laid out as to cross a turnpike or way, and the corporation may raise or lower the turnpike or way, for the purpose of having its railroad pass over or under it.

SEC. 3383. When a railroad company has constructed a railroad across a public highway by passing upon, over or under the traveled path thereof, the corporation shall keep in good and sufficient repair and rebuild, when necessary, bridges, culverts, crossings, and other constructions made for the accommodation, safety and convenience of the public travel on the highway, over, under or upon such railroad. And a railroad corporation so constructing a railroad across a highway, shall be liable to the town within whose limits the crossings are for damages occasioned to such town by reason of such corporation's not complying with the provisions of this section; and such liability shall extend to expenses incurred by the town in connection with actions against it by reason of such non-compliance. The liability of the corporation shall continue although the railroad has been abandoned unless the selectmen of the town, in writing, consent that the company be released therefrom, and cause such written consent to be recorded in the record of deeds in the town clerk's office in the town, or unless the company or its assigns restore such crossing to its original state of usefulness and permanency.

SEC. 3384. If the selectmen of a town in which such crossing is, are of opinion that such bridge, culvert, crossing, or other constructions require repairing or rebuilding in order to be safe for travel thereon, they may notify the corporation, whose duty it is made by this chapter to repair or rebuild the same, thereof by leaving a written notice to that effect with either the person acting as president, or the superintendent of such road, or the clerk of said corporation. And if such corporation does not repair or rebuild the same for one month after such notice, the town may repair or rebuild the same, and recover the expense thereof of the corporation, in an action of general assumpsit for work and labor done, with costs.

SEC. 3385. Nothing in the two preceding sections shall interfere with an express contract made by a railroad corporation and a town relative to keeping in repair or rebuilding any such bridge, culvert, crossing or other construction.

SIGNBOARDS AT CROSSINGS.

SEC. 3386. A railroad corporation shall cause boards to be placed, well supported by posts or otherwise, and maintained, across each

public road or street, where the same is crossed by the railroad on the same level. The boards shall be elevated so as not to obstruct the travel, and so as to be easily seen by travelers : and on each side of the boards shall be painted in capital letters, of at least the size of twelve inches each, the words, " LOOK OUT FOR THE ENGINE,"

SEC. 3387. A bell, of at least thirty pounds weight, shall be placed on each locomotive engine, and be rung at the distance of at least eighty rods from the place where the railroad crosses a road or street, on the same grade, and be kept ringing until it has crossed such road or street ; or the steam whistle may be blown instead of ringing said bell.

SEC. 3388. If a railroad corporation unreasonably neglects or refuses to comply with the provisions of the two preceding sections, it shall forfeit not exceeding one thousand dollars.

UNSAFE CROSSING.

SEC. 3389. When a railroad crosses a highway, and such crossing is considered dangerous to the public, three or more freeholders in the town may apply by petition in writing to the supreme court for the county, and the petition, with a citation, shall be served on the corporation of such railroad, and the town in which the crossing is situated, at least twelve days before the session of the court ; and the court shall appoint three disinterested freeholders as commissioners to inquire whether the crossing is dangerous to the public, and whether the same can be so made, by changing the location or otherwise, as to render it safe.

SEC. 3390. The commissioners shall act and report and the court make orders as in laying out a highway ; and the court may order the town or the railroad to build the highway to and from such crossing, when established.

OBSTRUCTING CROSSING.

SEC. 3391. If a railroad corporation, or its servants or agents wilfully or negligently obstruct a public highway by their engines, tenders or cars, such corporation, servants or agents shall be fined not less than five dollars, nor more than twenty dollars.

SEC. 3392. A conductor or engineer of a freight train who allows said train to come to a stop and by so doing obstructs a public highway and refuses, immediately upon the stoppage of such train, to open a

sufficient passage for carriages, by disconnection of cars, removal of train or otherwise, unless prevented by breakage of engine or other accident, shall forfeit not less than ten dollars nor more than fifty dollars, to be recovered, with costs, in an action founded on this statute, brought by any person before a justice, and the fine so collected shall be paid into the treasury of the town in which the offense is committed for the support of the poor.

SEC. 3393. No railroad company in this state or its servants or agents shall hereafter allow any handcar or other nuisance to be left on the railroad track, or at the side of said track, within the bounds of an highway crossed by said railroad.

SEC. 3394. Any railroad company violating section one of this act [§ 3393] shall be liable for all injuries and damages occasioned by reason of any horse or team becoming frightened thereby.

SEC. 3395. The servants or agents of any railroad corporation who violate the first section of this act [§ 3393] shall be fined not less than five dollars nor more than twenty dollars.

SEC. 3396. If a person leaves wood, lumber, or other material, on the line of a railroad or highway, at or near the crossing of a highway, so as to prevent or obstruct a sight of the cars when approaching the crossing, he shall be fined not less than five nor more than fifty dollars.

SEC. 3397. If a person does not remove such obstruction, after notice from one or more of the selectmen of the town in which the crossing is situated, he shall forfeit to such town not less than five nor more than fifty dollars for every twenty-four hours such obstruction remains thereafter.

CROSSING OR CONNECTING WITH ANOTHER RAILROAD.

SEC. 3398. A railroad corporation may cross or unite its railroad with any other railroad at any point in its route and upon the grounds of such other railroad company, with the necessary turnouts, sidings, switches and other conveniences; and if the two corporations cannot agree upon the amount of compensation to be made therefor or the points and manner of such crossings and connections, the same shall be determined by commissioners.

SEC. 3399. When a railroad enters upon, intersects or connects with another railroad, the managers of each of such connecting roads shall furnish to the other reasonable terms of connection, accommodations, privileges, and facilities, in the reception, transportation, and delivery of cars, passengers, baggage and freight, to and from each of such con-

necting roads, according to the usual course of railroad business, including the sale and reception of passenger tickets, and checking of baggage; and shall receive and transport such cars, passengers, baggage and freight at reasonable times, and on reasonable terms; and when a railroad is intersected by two or more railroads which are competing lines for business to or from the road so intersected, the managers of such road shall transport cars, passengers, baggage and freight to and from each of said intersecting roads on the same terms; and shall establish no rules, regulations, or terms of connection that will give to either of such competing roads an unreasonable advantage over the other; and if the managers of said roads cannot agree upon any of the terms aforesaid the same shall be determined by commissioners.

SEC. 3400. When it becomes necessary to appoint commissioners under either of the two preceding sections the supreme court in any county, upon the petition of either party, verified by oath and filed, and upon at least fifteen days' notice thereof by service upon the adverse party, shall appoint three disinterested commissioners, who shall upon due notice to parties in interest, hear such parties with their allegations and proofs, and with the least possible delay fix upon the terms, times, and manner of connection, and other particulars mentioned in said sections, to be afforded by the managers of the railroad so connected with, and shall make a written award therein; and in so doing, shall have regard to the interest and convenience of the public.

SEC. 3401. Said commissioners shall report such award to the supreme court at the term thereof, in whatever county, next succeeding the making of such award, or to a special term appointed for that purpose, and to which such reports shall be directed to be made. Such award shall be confirmed by the court, unless cause is shown to the contrary; and when so confirmed, shall be binding and conclusive upon the parties thereto, until altered or modified by another board of commissioners appointed as aforesaid upon petition of either party. But no such alteration shall be made within two years after making such award.

SEC. 3402. When a competing road mentioned in section 3214 [§ 3399] is interested in the relief sought by such petition, or when upon hearing thereof it appears to the court that such competing road is so interested, the managers of such road shall be made a party to the petition, and service thereof made upon them as herein provided, before the appointment of commissioners, and they shall be heard before said commissioners and the court; and due regard to their rights and interests shall be had in the appointment of commissioners, and in the

award and decision made upon the petition ; and the judgment thereon shall be binding upon them so far as applicable and so far as it affects the relative rights of said competing roads in the premises, and to that extent shall be conclusive in a similar proceeding between the same parties, until modified as before provided.

SEC. 3403. The supreme court may in any county, or at the general term, make proper orders for carrying into effect such award, and for restraining violations thereof ; and may enforce said orders by *mandamus*, or by the ordinary process of the court of chancery, and shall for that purpose have chancery powers ; and it may allow to either party reasonable costs, and issue execution therefor. The compensation of the commissioners shall be paid by the parties, in such proportion as the court directs.

SEC. 3404. The chief judge of the supreme court may, upon application of either party to such petition, if in his judgment the interests of justice or of the public require it, appoint a special term of the supreme court, to be holden at such time and place, and to be composed of such judges, not less than three, as he designates, for the purpose either of appointing such commissioners or of hearing a motion to confirm their award, or an application for necessary orders to enforce the same, or to restrain a violation thereof. Each judge attending such special term, shall receive the sum of ten dollars for the time spent in going to and from and attending such term, with his reasonable expenses in so doing, which shall be paid by the parties to such petition in such proportion as the court directs.

STOPPAGE OF TRAINS AT CROSSING.

SEC. 3405. When a railroad is crossed by another railroad at grade, every engineman on either of the roads shall before reaching the crossing stop his engine at some point within one thousand feet therefrom, shall sound the whistle before starting and shall pass slowly over the crossing ; but one stop shall be sufficient for all such crossings within one thousand feet of each other upon the same road.

SEC. 3406. An engineman who violates the provisions of the preceding section shall be fined one hundred dollars, and the corporation on whose road the offense is committed shall be fined the further sum of three hundred dollars ; and one-fourth part of each penalty collected shall go to the person making the complaint.

FARM CROSSINGS. CATTLE GUARDS.

SEC. 3407. A railroad corporation shall construct and maintain farm crossings of the road for the use of the proprietors of lands adjoining the railroad, and cattle guards at all farm and road crossings sufficient to prevent cattle and animals from getting on the railroad.

SEC. 3408. If the parties cannot agree upon the plan, manner or number of the farm crossings, the same shall be determined by the commissioners; but if the cost of such farm crossings exceeds the value of the land to be accommodated thereby, the commissioners need not order such crossings to be made, but shall award reasonable damages in lieu thereof.

FENCES.

SEC. 3409. Each railroad corporation shall construct and maintain on the sides of its road, when completed and in running order, a good and sufficient fence.

SEC. 3410. If a railroad corporation does not construct and maintain a fence as required by this chapter any person aggrieved may construct it; and the selectmen of the town in which the same is located shall appraise the value thereof, and the railroad company shall pay the amount so awarded by the selectmen to the person so aggrieved. But no railroad company shall be required to build its fence while the ground is frozen.

SEC. 3411. The provisions requiring a railroad corporation to construct and maintain fences shall not apply to a case where the corporation has settled with and paid the land owner for building and maintaining such fence. If a person thus paid for keeping such fence in repair neglects so to do the corporation may make the repairs and recover the necessary expense thereof of such person or his grantee.

SEC. 3412. Until its fences and cattle guards are duly made, the corporation and its agents shall be liable for the damages done by its agents or engines to cattle, horses or other animals thereon, if occasioned by want of such fences and cattle guards; after such fences and guards are made, the corporation shall not be liable for such damages, unless negligently or wilfully done.

SEC. 3413. If a person rides, leads or drives a horse or other animal upon a railroad, and within such fences and guards, other than at road and farm crossings, without the consent of the corporation, he shall forfeit not more than ten dollars to be recovered by the corporation in

an action on the case, and shall also pay the damages sustained thereby to the party aggrieved.

SEC. 3414. If a horse or other beast is found going at large within the limits of a railroad after the same is opened for use, the person through whose fault or negligence such horse or other beast is so at large shall forfeit not more than twenty dollars for every horse or other beast so found going at large, and shall be liable for the damages thereby sustained by any person, to be recovered in an action on the case.

SEC. 3415. A person through whose lands a railroad passes, may, after said road is in operation, make complaint in writing to the commissioners provided for in this chapter, that he is aggrieved by the neglect or default of a railroad company in constructing or maintaining fences, cattle guards or farm crossings, which the company is bound to construct or maintain; or by its stopping, impeding or altering a watercourse, or by its making or stopping a ditch. The complaint shall require the corporation to appear before the commissioners at a time and place therein appointed, to show cause why the commissioners should not make an order in the premises, and shall be served upon the corporation according to law.

SEC. 3416. Upon the hearing, the commissioners may make an order in writing, requiring the corporation to construct or maintain in good repair such fence, cattle-guard or farm crossing, or to make or alter such watercourse or ditch, or to remove such impediment to the same, within such time as they may fix. But such corporation shall not be required to open a ditch while the ground is frozen, nor to alter the natural course of or do any act in regard to a watercourse which it is not legally bound to do, nor to comply with such order till ten days after being served with a copy thereof.

SEC. 3417. The corporation failing to comply with such order shall forfeit to the party aggrieved twenty dollars with costs of prosecution, to be recovered in an action on the case, and shall be further liable to him for the damages he sustains in consequence of such failure.

BRIDGES.

SEC. 3418. All railroad bridges in this State shall, when built or rebuilt, be hereafter so constructed as to leave a clear space of not less than three feet between the inner sides of said bridges and the outer sides of all cars passing through the same, and also a clear space of not less than seven feet from the walking-board or top covering of all cars,

except hay, charcoal, bark, horse and refrigerator cars and other cars for the transporting of special freights for which a higher class of cars are required, running over or through them, and the lowest timbers, boards or irons in the covering of said bridges.

SEC. 3419. No railroad company shall run cars of its own with ladders or steps to the top of the same on the sides of its cars, but said ladders or steps shall be on the ends or inside of the cars.

SEC. 3420. A railroad corporation not complying with the requirements of the two preceding sections shall forfeit fifty dollars for every day's neglect, and be liable for the damages and injuries to passengers and employes on its roads, resulting from such neglect.

SEC. 3421. Such penalty may be enforced by an action on the case in the name of the State, and the railroad commissioners shall prosecute the same.

MAINTENANCE OF STATIONS.

SEC. 3422. Railroad corporations shall establish and maintain depots or station houses, with suitable accommodations, at such points on their roads as the supreme court for the county where the same are situated, shall, on petition for that purpose, adjudge the public good to require. Such petition shall be signed by ten freeholders, resident in the town where the depot is proposed to be located, and the petitioner shall give satisfactory security to the petitionee for costs of prosecution, as required in writs of summons.

SEC. 3423. No railroad corporation shall abandon a station or depot on its road and owned by said corporation and established for five years, or substantially diminish the accommodation furnished by the stopping of trains at such stations as compared with that furnished at other stations on the same road, except by consent of the supreme court for the county in which the depot is situated, upon petition and hearing, after such notice as said court directs, which hearing may be upon proofs in court, or by reference or commission, under the direction of the court, as it adjudges. Upon granting or refusing such petition, the court may award just costs for or against parties who present or resist such petition.

SEC. 3424. A railroad corporation desiring to remove or discontinue a depot may publish notice of such intention in a newspaper, or two newspapers, if there are so many, printed in the county in which such depot is located, or if no newspaper is printed in such county, in a news-

paper or two newspapers, if there are so many, in an adjoining county, three weeks successively, the last publication to be at least thirty days and not more than sixty days previous to the time of discontinuance or removal as published in such notice ; and if no proceeding is commenced within thirty days after the last publication to enjoin such corporation it may discontinue or remove the depot without applying to the court.

SEC. 3425. In case of violation or intended violation of the provisions of the two preceding sections, the state's attorney of the county in which such station or depot is located shall, at the relation of ten legal voters of the town in which said station is located, proceed in equity by petition to enjoin such violation ; and the chancellor to whom the petition is presented, either in term time or vacation, shall enforce in a summary manner such provisions and compel obedience thereto.

TOLLS.

SEC. 3426. A railroad corporation may establish, for their sole benefit a toll upon all passengers and property carried on their railroad at such rates as are determined by the direction of the corporation ; and may regulate such conveyance and transportation, the weight of loads, and other things in relation to the use of the road, as the directors determine. But the supreme court may, at a session holden in a county through which the road passes, on the application of ten freeholders of the county, and due notice thereof to the corporation, from time to time, alter or reduce such rates of toll, according to the provisions, if any, contained in the charters of such corporations ; but the tolls shall not, without the consent of the corporation, be so reduced as to produce with all other profits, less than ten per cent. per annum.

SEC. 3427. A railroad corporation whose railroad is located in the state, shall not charge a larger sum for freight, merchandise, or passage of passengers thereon for a less distance, to or from a way station on said road, than is charged for a greater distance ; and in case of a violation of this provision, the excess so charged may be recovered from said corporation, by the party aggrieved, in an action for money had and received, with full costs.

UNITED STATES MAIL.

SEC. 3428. A railroad corporation shall, when applied to by the postmaster-general, convey the mail of the United States on its road ; and if such corporation does not agree with the postmaster-general as to the

compensation therefor, and as to the time, rate, speed and manner of carrying the same, the governor may appoint three commissioners, who, or a majority of them, after twenty days' notice in writing of the time and place of meeting to the corporation, shall fix the prices, terms and conditions aforesaid; but such price shall not be less, for carrying said mails in the regular passenger trains, than the amount which such corporation would receive as freight on a like weight of merchandise transported in their merchandise trains, and a fair compensation for the post office car. And if the postmaster-general requires the mail to be carried at other hours, or a higher speed, than the time or speed of the passenger train, the corporation shall furnish an extra train for the mail and have extra compensation, to be fixed as aforesaid.

REGULATIONS RESPECTING THE RUNNING OF THE ROAD.

SEC. 3429. All railroad passenger trains except mixed trains shall be provided with brakes operated from the engine, by the engineer.

SEC. 3430. If any corporation, receivers or trustees shall run, or cause to be run, a railroad train in violation of the provisions of this act [§ § 3429, 3430] they shall be punished by a fine of fifty dollars for each offense.

SEC. 3431. A conductor, baggage-master, engineer, brakeman, or other servant of a railroad corporation, employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the name of the corporation by which he is employed. No officer without such badge shall demand or be entitled to receive, from any passenger, any fare, toll or ticket or interfere with a passenger, his baggage or property or exercise any of the powers of his office.

SEC. 3432. Baggage masters and station agents on railroads shall give checks when requested to do so, to the owners of baggage when delivered to them for transportation from station to station; and said checks shall be returned to the baggage master or station agent when he delivers the baggage to the owner; and a railroad corporation whose officers or servants do not comply with the requirements of this section, shall forfeit to the state ten dollars, and shall also be liable for damages which accrue in consequence thereof.

SEC. 3433. In forming a passenger train of more than one passenger car, no loaded and not more than two empty baggage, freight, merchandise or lumber cars shall be placed in the rear of passenger cars; and if

they are so placed, and an accident happens to life or limb, the officer or agent who so directed, or knowingly suffered such arrangement, and the conductor and engineer of the train, shall each and all be held guilty of intentionally causing the injury, and be punished accordingly.

SEC. 3434. If a passenger refuses to pay his fare or toll or is disorderly, or drunk, or refuses to comply with the reasonable regulations of the corporation for the government of passengers, the conductor of the train and the servants of the corporation may put him out of the cars at or near a station, or upon any part of the railroad near to or in sight of a dwelling house, causing the train to be stopped for that purpose.

SEC. 3435. A person entering as a passenger upon a railroad train and refusing to pay his fare shall be fined not less than two nor more than twenty dollars.

SEC. 3436. If a conductor, engineer, or other person having the control of an engine or train of cars, runs such engine or train of cars, or allows the same to be run, upon a section of a railroad, upon the time designated for any other engine or train of cars to run upon such section in an opposite direction, without notice from the conductor, engineer, or other person having control of the last-mentioned engine or train of cars, authorizing him so to run, such conductor, engineer, or other person so offending, shall be fined not more than one thousand dollars, nor less than one hundred dollars, or imprisoned in the state prison not more than five years, and if the death of a person thereby ensues the person so offending shall be guilty of manslaughter and punished accordingly.

SEC. 3437. Every railroad company shall keep a printed copy of the preceding section hung or posted up on every engine and in every passenger and freight depot belonging to the company; and for every ten days' neglect to comply with this requisition shall forfeit two hundred dollars.

SEC. 3438. No locomotive engine or other power shall run upon a railroad, except such as belong to and are controlled by the corporation owning and managing the road, unless by the consent of said corporation. An engineer or other person violating the provisions of this section shall be liable to the corporation for the damages thereby sustained, and shall be fined not more than five hundred dollars; and if a collision of trains results from the violation of this section, whereby a person is killed, such engineer or other person shall be guilty of manslaughter. But this section shall not be enforced when it conflicts with

the charter of a railroad company organized under the laws of this state.

SEC. 3439. If a person having the control of a detached engine, or an engine with a passenger train of cars attached, runs such engine or such passenger train of cars into or through a passenger depot at a speed exceeding four miles an hour, he shall be fined ten dollars.

SEC. 3440. If a railroad company employs or retains in its service a conductor, engineer, brakeman, or switchman, who uses intoxicating liquors as a beverage, such fact being known to the president, superintendent, or any one of the directors of such road, such corporation shall forfeit not less than three hundred, nor more than three thousand dollars, with costs of prosecution; and shall also be liable for the damages which a person sustains by the employment or retention of such conductor, engineer, brakeman, or switchman.

SEC. 3441. If a person, while in charge of a locomotive engine running upon the railroad of a corporation, or while acting as the conductor of a car, or train of cars, on such railroad, is intoxicated, he shall be fined not more than five hundred dollars, or imprisoned in the state prison not more than one year.

SEC. 3442. When an engineer, firemen, or other agent of a railroad corporation is guilty of negligence or carelessness, whereby an injury is done to a person or corporation, he shall be punished by imprisonment not more than one year, or by a fine of not more than one thousand dollars. But this section shall not exempt such corporation from an action for damages by a person or corporation sustaining such injury.

SEC. 3443. When the property or person of another is injured through the default of a railroad corporation, its agents or employes, the cars, engines, and other property, which at the time of such injury are subject to use in the running and management of said road, and which have at any time been owned by said corporation, shall be held to be the property of the corporation, for the purpose of furnishing indemnity for such injury, and may be attached and levied upon as such at the suit of the party injured.

SEC. 3444. When a building or other property is injured by fire communicated by a locomotive engine of a railroad corporation, such corporation shall be responsible in damages for such injury, unless it shows that it has used due caution and diligence and employed suitable expedients to prevent such injury; and a railroad corporation shall have an insurable interest in such property along its route, and may procure insurance thereon in its own name and behalf.

SEC. 3445. A person who wilfully does or causes to be done an act whereby a building, fence, construction, or work of a railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, is stopped, obstructed, injured or destroyed, shall forfeit to the corporation double the amount of damages sustained by such offense.

RAILROAD POLICE.

SEC. 3446. The selectmen of a town may, upon petition of a company or persons owning, managing or using a railroad, appoint such employes of such company or persons as such company or persons designate to act as policemen in and upon the premises and cars owned, managed or used by such company or persons, and they shall issue to persons so appointed commissions to act as such policemen, and copies of such commissions shall be certified by such selectmen, and filed by such railroad company or persons in the office of the Secretary of State, and the filing of such copies shall constitute the persons named therein policemen within the state.

SEC. 3447. Such policemen shall hold their offices during the pleasure of the selectmen by whom they are appointed ; and when such company or persons do not require the services of a railroad policeman appointed on their petition, they may file a notice to that effect in the office of the Secretary of State and thereupon the powers of said officers shall cease.

SEC. 3448. Such policemen, except passenger conductors, shall, when on duty, except as detectives, wear a metallic badge in plain view with the words "railroad police," and the name or initials of the corporation for which they are appointed, inscribed thereon.

SEC. 3449. Such policemen may arrest without previous complaint or warrant persons found intoxicated, or guilty of profane swearing, vagrancy, breaches of the peace, assaults or other offenses against the laws, when such offenses are committed in or upon the premises and cars owned, managed or used by the company or persons, upon whose petition they are appointed ; and such offenders shall be taken in the act or on the speedy information of others, and upon the complaint of such policemen shall be punished as provided by law. But if a person commits an offense against the laws upon the railroad cars when in motion, such offenders may be conveyed to and tried for such offense in any town on the line of the railroad owned, managed or used by such

company or persons, not more than twenty miles from the place where such offense is committed.

SEC. 3450. The compensation of railroad police shall be paid by the companies or persons upon whose petition they are appointed; and such companies or persons shall be liable to parties aggrieved by official misconduct of such railroad police to the same extent as they now are for the torts of agents and servants in their employ.

SEC. 3451. A person without right loitering or remaining in a station house of a railroad company, or upon the platform or grounds adjacent thereto, after being requested to leave by a railroad policeman, shall be fined not less than two nor more than twenty dollars.

SEC. 3452. A minor boarding a railroad train on its arrival or departure, or the making up of railroad trains at a station, or loitering about a yard or station on the property of a railroad company, without permission, shall be fined not less than one dollar and costs and not more than five dollars and costs, or imprisoned not less than five days nor more than thirty days; and station agents or yard masters, or any officer authorized to make arrests shall arrest such minor and bring him before a justice in the town where the offense is committed, who may enforce such provisions.

CHAPTER 158.

TRUSTEES AND PROCEEDINGS AFTER FORECLOSURE ;
[RECEIVERS OF CONSOLIDATED RAILROADS].

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DUTIES OF TRUSTEES.

SEC. 3453. The trustees so long as they continue in possession of a railroad under a mortgage, shall call a meeting of the bondholders or creditors for the security of whose claims they hold such property in trust, at some convenient place on or near the line of such road, in the month of January in each year, by giving notice of such meeting at least twenty days previous thereto, in two or more daily papers, published in each of the cities of Boston and New York, and in at least one paper, if there is one, published in each county through which said road is located ; and at such meeting said trustees shall submit a report of the earnings of, and the expenditures upon and for, the trust property

and estate for the year preceding the first of such January, and also of their business and proceedings, according to the usual custom of railroad directors to the stockholders.

REMOVAL OF TRUSTEE.

SEC. 3454. When five or more owners or holders of notes, bonds or obligations secured by railroad mortgage, to an amount of not less than fifty thousand dollars, deem a trustee of such mortgage an unsuitable person to administer such trust, they may apply by petition to any chancellor for the removal of such trustee, and shall set forth in a general manner the reason for such removal. The court shall thereupon appoint some short day for hearing the petition and shall give due notice thereof to the trustees of the mortgage and to other persons interested. Notice of the application, and of the time and place of hearing shall be given to all persons interested who reside out of the state by publication in one or more daily newspapers published in Boston and New York.

SEC. 3455. Upon the hearing, the petitioners and trustees, and other witnesses may be examined orally before the chancellor; or the chancellor may, in his discretion, appoint a special master to take the testimony, and report the same to the court. The witnesses shall be examined as to the alleged breaches of trust, or neglect, omissions of duty; as to the fitness and competency of the trustee; as to his holding other offices, or having interests of a public or private nature, inconsistent with the interests of the *cestui que trust* or interfering with the prompt and impartial discharge of the duties of such trusts; and as to the circumstances or conduct of the trustee which render it improper for the interests of the trust to continue him in office.

SEC. 3456. If, upon the hearing, the chancellor finds that such trustee ought to be removed, he shall decree his removal, shall appoint a new trustee, and shall make such orders and decrees as to the transfer and conveyance of the trust property to the new trustee, as to ascertaining the debts and liabilities of the old trustee, and the payment of the same, as to the future management of the trust and the account thereon, and as to other matters connected with the trust, as the exigencies of the case, the protection of the old trustee, and the security and welfare of the trust fund require.

SEC. 3457. Either party may within twenty days after said order appeal to the supreme court; in which case the application and proceedings therein, and the minutes of the chancellor as to the testimony taken

before him, or the testimony taken by the special master, shall pass to the supreme court. Upon examination of the papers and the testimony the supreme court may, upon application and notice thereof, order the taking of further testimony, and may affirm or reverse the order of the chancellor, and may proceed therein as justice and equity require.

SEC. 3458. When an appeal is taken by the trustee, the chancellor may require that the appellant execute a bond in such sum as he directs, with sufficient sureties, who shall be residents of the state, conditioned for the safe keeping and management of the trust property during the pendency of the appeal.

SEC. 3459. If the chancellor orders the trustee to be removed and the order is appealed from and is confirmed by the supreme court, the cause shall be remanded to the court of chancery for final decree; and in such case or in case no appeal is taken the chancellor may order the new trustee, before entering upon the duties of his office, to file with the clerk of the court a bond in such sum as the chancellor thinks proper, with at least two sufficient sureties resident in the state, to be approved by the chancellor on notice and hearing, with such conditions as the chancellor requires to protect the rights of parties affected by such order.

SERVICE OF PROCESS ON NON-RESIDENT TRUSTEES OR LESSEES.

SEC. 3460. The trustees under an assignment, mortgage, or other transfer, executed by a railroad company, and the lessees of the railroad company not resident in the state, who hold possession of the property of such railroad company, or manage the running of its road, under such assignment, mortgage, lease, or other transfer, shall, if they reside without the state, appoint one person resident in the state, upon whom service of process may be made; and shall, in the month of January in each year, file in the office of the clerk of the county court in each county through which the road passes, a certificate signed by such trustees or lessees, designating the name and residence of the person thus appointed; and service of process upon the person so appointed shall be a legal service on such trustees or lessees; and if the trustees or lessees do not appoint such agent, and file such certificate, the leaving with a station agent, or depot master, in the employment of such trustees or lessees, of a copy of process against such trustees or lessees by an officer, shall be legal service of such process upon such trustees or lessees.

RE-ORGANIZATION AFTER FORECLOSURE.

SEC. 3461. Where a mortgage of a railroad or part thereof, made by a railroad company, to secure the payment of bonds, is foreclosed, and the legal title to the mortgaged premises vested in the mortgagees, persons holding a majority in amount of the principal of the bonds so secured, may form themselves into a corporation for the purpose of owning or maintaining and operating such railroad, or part thereof, for public use, in the conveyance of persons and property.

SEC. 3462. Such persons may make, subscribe and file articles of association, in which shall be set forth a brief statement of the making and foreclosure of the mortgage under which they have become interested in such railroad; the amount of bonds which were owing upon and secured by the mortgage; the name of the corporation to be formed; the amount of its capital stock, which shall not exceed the amount of principal and interest of said bonds and twenty-five per cent on the same in addition thereto, and the number of shares, each of which shall be fifty dollars, into which the capital stock is divided; the number of directors by whom the corporation is to be managed; and the names of the persons who are to be directors for the first year, and until others are chosen in their places, a majority of whom shall be residents of the state.

SEC. 3463. Each subscriber to such articles shall state in his subscription the number of shares which he agrees to take, and the amount of bonds held by him and secured by such mortgage which he intends to surrender in payment or part payment of his subscription. Such subscription may be made by the holder in person, or by his attorney or agent, and three of the persons named in said articles as directors may be inspectors of such subscriptions. The production of a bond shall be evidence of the right of the person holding the same to subscribe to said articles.

SEC. 3464. No subscription shall be made for a fractional part of a share; but when a holder of bonds would otherwise be entitled to subscribe for a fractional part of a share, he may subscribe for a full share and pay the excess in cash.

SEC. 3465. Such articles of association shall be filed in the office of the Secretary of State, and a copy thereof filed and recorded in the offices of the clerks of the counties through which the railroad passes. But the articles shall not be so filed until the amount of bonds, to be surrendered by the subscribers thereto for that purpose, shall be at least a majority in amount of the principal of the bonds secured by

the mortgage referred to in such articles; nor until there is indorsed thereon, or annexed thereto, an affidavit made by at least three of the directors named in the articles, that they have examined the list of subscribers, and that they believe the said subscribers to be the holders or representatives of the amount of bonds therein stated, and intend to comply with the terms of their subscription.

SEC. 3466. A notice of the formation of such corporation and the filing of the articles, shall be published, once a week for three successive weeks in a newspaper, if there is one, published in each of said counties, and for six successive days in two or more dailies published in each of the cities of New York and Boston.

SEC. 3467. A holder of a bond secured by such mortgage may, within thirty days after the last publication of such notices, either in person or by attorney or agent, subscribe the articles of association, or a copy thereof, for an amount of stock equal to the amount of bonds held by him, which he intends to surrender to the directors of said new company, in payment or in part-payment of his subscription.

SEC. 3468. A copy of articles of association, filed and recorded in pursuance of this chapter, or of the record in the offices of the county clerks, and certified to be a copy by the Secretary of State, or by the clerk of either of the counties in which it is directed to be filed, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated.

SEC. 3469. If a holder of bonds, secured by the mortgage referred to in such articles of association, does not subscribe the articles and become a stockholder in the company, the court of chancery may, upon the application of such holder, direct the estate, title, and interest of such holder to be assigned to said company, and such company shall pay such sum of money, at such times and in such manner, to the other party, as commissioners appointed by the court judge just and equitable; and if said holder is not satisfied with such appraisal, the court shall order the commissioners to sell such estate at public or private sale, agreeably to the order of the court, and execute a conveyance to the purchaser thereof, as provided in case of the partition of real estate.

SEC. 3470. A company formed under this chapter shall, from the time its articles of association are filed, be a corporation, vested with the powers, rights, privileges, and franchises for maintaining and operating its railroad, which were vested in the corporation mortgaging it, and shall be subject to like duties and liabilities, and to future legislation.

SEC. 3471. Such corporation may at once take possession of and maintain and operate said railroad, subject to existing rights of other parties, and may by purchase or otherwise, obtain the title and ownership, or the use and benefit of the whole estate, and satisfy the undivided interests or claims of other parties interested; and until the interests of such other parties are vested in such new corporation, said corporation shall be the trustee thereof, and shall be accountable therefor as tenants in common.

SEC. 3472. Such corporation, at a meeting of the stockholders called for that purpose, may increase its capital stock to an amount not exceeding double the amount of principal and interest of the bonds foreclosed and designated in the articles of association.

SEC. 3473. If the trustees of the mortgagees have foreclosed and leased the road prior to the organization of such corporation by the bondholders, the lessees shall pay the rent that accrues after such organization to the treasurer of said corporation.

SEC. 3474. Such corporation shall keep safely and have the custody of the records, title-deeds and archives of the corporation previously owning and mortgaging such railroad; and the clerk of such new corporation shall be the certifying officer of any matter or document relating to said former corporation.

SEC. 3475. In case of neglect or failure to organize a new corporation under the provisions of this chapter, when a mortgage has been foreclosed, or if the railroad on which the mortgage exists is sold or assigned by an order, decree or judgment of a court, the purchasers or grantees who acquire title to the same in the manner prescribed by law shall have the rights, powers and privileges granted in this chapter to a majority of the bondholders, and be subject to like duties; and may associate with them other persons, and may make, sign and file articles of association as before prescribed in this chapter, and shall thereupon be a corporation with the powers, privileges and franchises granted to and be subject to the duties imposed upon railroad corporations.

RIGHT OF BONDHOLDERS TO REDEEM AFTER SALE.

SEC. 3476. When a sale is made of a railroad and franchises, either with or without other property, under a railroad mortgage or power of sale thereof, for the security of a debt of a railroad company, or when such sale is made under the order of a court, any creditors of such road, under such mortgage, may within three months after such sale

pay into the court of chancery making such order of sale, or if no order of sale has been made, into the court of chancery in some county through which such road is located, for the use of the purchaser at such sale, a sum bearing the same proportion to the price paid by the purchaser, with twelve per cent interest thereon from the time of the sale, that the debt so held by such creditor under the mortgage bears to the whole amount of debt outstanding under the mortgage; whereupon the creditors shall have a legal and equitable interest in the property so sold in common with such purchaser in the proportions aforesaid; and in such cases the court of chancery may in a summary manner adjust the rights of the parties, and grant such relief as the nature of the case requires.

IN CASE OF TWO MORTGAGES.

SEC. 3477. Where two or more mortgages on undivided portions of a railroad or part thereof, made by a railroad company to secure the payment of bonds, are foreclosed, and the legal title to the mortgaged premises vested in the mortgagees, according to their respective interests, the holders of a majority of the bonds under each of said mortgages may form themselves into a corporation for the purpose of owning or maintaining and operating such railroad or part thereof for public use in the conveyance of persons and property, upon such conditions in regard to their respective interests as they may agree upon, and substantially in the manner provided in this chapter, so far as the same is applicable to such case; and holders of bonds under either of said mortgages, who do not join in such arrangement and become parties thereto, shall have the rights and remedies provided in this chapter, or otherwise in law or equity. Such new corporation shall have the rights and be required to perform the duties of a corporation, as if formed by bondholders under a single mortgage.

SEC. 3478. If a railroad and property connected therewith are sold upon a mortgage or deed of trust, given to secure notes or bonds issued by a railroad company, either by virtue of a power of sale contained in such mortgage or deed of trust, or by an order or decree of the court of chancery, and said railroad and property are encumbered by a prior mortgage or deed of trust, the same shall be sold subject to such prior encumbrance; and the purchasers shall have the same powers to organize a new corporation and be entitled to the privileges, and the bondholders to the rights provided in this chapter.

SEC. 3479. Such new corporation, when duly organized may issue

preferred stock to provide means to settle and discharge such prior encumbrance, and each share of the capital stock shall entitle the holder to one vote. But nothing in this and the preceding section shall affect any proceedings which may at the time of such sale, as provided in such mortgage or deed of trust, be pending to enforce the provisions or provide for the foreclosure of such prior mortgage or deed of trust, or to require new parties thereto; but persons claiming through such sale shall be bound by such proceedings to the same effect as the parties thereto.

[RECEIVER APPOINTED IN ANOTHER STATE.]

SEC. 3480. Whenever any railroad corporation created by the laws of another adjoining state, by consolidation, purchase or otherwise shall have acquired railroad property in this state, with all its rights and franchises, thereby becoming a portion of its operated line; and if for any reason a receiver of such road and property shall have been appointed by a board of competent jurisdiction of the state in which such road was incorporated, and the receiver so appointed shall have duly filed his bonds and the order of his appointment, as required by the laws of such state, and shall have entered into actual possession of that portion of railroad in such state and shall operate the same under the order of such court; and shall desire to operate that portion of said road acquired in this state, he shall file with the clerk of the county or one of the counties in which that portion of said railroad is situated in this state a copy of such order of appointment and a copy of his bond together with a copy of the papers upon which his appointment was made, all duly authenticated, he may thereupon, upon the approval of a chancellor on due notice by advertisement previously published, become the receiver of that portion of railroad in this state with the same rights and privileges belonging to the company of which he has been appointed such receiver and shall be subject to the jurisdiction of the court of chancery of this state, the same as though originally appointed thereby upon proper proceedings.

SEC. 4185. No railroad company in the transportation of animals shall permit them to be confined in cars more than twenty-eight consecutive hours, including the time they have been confined on connecting roads, without unloading them for rest, water and feeding, for at least five consecutive hours, unless prevented from so unloading by storm or other accidental causes. Animals so unloaded shall be properly fed, watered and sheltered during each rest by the owner or per-

son having the custody thereof, or, in case of his default, by the railroad company transporting the same at his expense; and said company shall in such case have a lien upon such animals for food, care and custody furnished and shall not be liable for the detention authorized by this section. A company, owner or custodian of such animals who does not comply with the provisions of this section shall forfeit not less than fifty nor more than two hundred dollars. But the foregoing provisions shall not apply to animals carried in cars in which they can and do have proper food, water, space and opportunity for rest.

STATE OF VERMONT.

GENERAL LAWS RELATING TO RAILROADS,

PASSED BY THE LEGISLATURE AT THE SESSIONS OF

1882, 1884, 1886, 1888 AND 1890.

ACTS OF 1882.

EXTRACT FROM

No. 1.—AN ACT TO PROVIDE A REVENUE FOR THE PAYMENT OF STATE EXPENSES.

SECTION

11. Railroads wholly within the State to be taxed on gross earnings; when partly within the State, a proportionate amount of gross earnings.
12. Rate per cent. to be assessed on

SECTION

- earnings of railroads.
13. Time when tax is payable.
14. Lessee of railroad to pay taxes; effect of such payment upon payments due lessor.

It is hereby enacted by the General Assembly of the State of Vermont:

RAILROADS.

SEC. 11. Every corporation, person or persons owning or operating a railroad in this State, whether as owner, lessee, receiver, trustee or otherwise, shall pay a tax to the State on the entire gross earnings of such railroad, if such railroad is situated wholly within the State. If such railroad is situated partly within and partly without the State the tax shall be upon such proportion of the entire gross earnings of such railroad as the mileage of trains run in this state bears to the mileage of all the trains run on the entire main line of the road.

SEC. 12. The tax upon such earnings shall be rated according to the earnings per mile of road in this State, and is hereby assessed, at the

rate of two per cent. on the first two thousand dollars a mile or total earnings if less than that sum; at the rate of three per cent. on the first thousand or part thereof above two thousand dollars a mile; at the rate of four per cent. on the first thousand or part thereof above three thousand dollars a mile; and when the earnings exceed four thousand dollars a mile, at the rate of five per cent. on all earnings above that sum.

SEC. 13. Such tax shall be payable one-half semi-annually in the months of February and August and shall be based upon the gross earnings during the six months terminating with the last day of December or June next preceding.

SEC. 14. When a railroad is operated in this State by a corporation, person or persons by virtue of a lease or other contract, the aforesaid tax shall be paid by the lessee of such railroad or holder of such contract as the case may be; and the said tax shall be charged against and deducted from any payments due or to become due the lessor of such railroad, or person, persons or corporation granting such contract, as the case may be, on account of such lease or contract; unless in the provisions of such lease or contract it is stipulated otherwise.

SEC. 44. This act * * shall take effect from its passage.

Approved November 28, 1882.

NO. 35.—AN ACT IN ADDITION TO CHAPTER ONE HUNDRED AND FIFTY-EIGHT OF THE REVISED LAWS, RELATING TO THE ORGANIZATION OF RAILROAD COMPANIES AFTER FORECLOSURE.

SECTION

1. Construction of section three thousand four hundred and sixty-two of the Revised Laws as to the issue of preferred or common stock.
2. Liens existing upon two railroads either railroad may provide for extinguishing such liens.

SECTION

3. Property of a railroad organizing under the provisions of this act, subject to taxation; road availing itself of this act shall be deemed to have waived any claim for exemption from taxation before existing.
4. To take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section three thousand four hundred and sixty-two of chapter one hundred and fifty-eight of the Revised Laws shall be deemed to authorize the issue of preferred as well as common stock in shares of one hundred dollars each, on such terms and conditions as the majority organizing said company may prescribe in their articles of association.

SEC. 2. When two railroads are encumbered by a lien or liens upon the two roads, the company owning either road may issue bonds on the time and rate of interest provided by section three thousand three hundred and fifty of the Revised Laws, for the purpose of extinguishing such lien or liens, and compromising disputes, and the same may be secured by mortgage or mortgages of both roads by vote of the stockholders of the companies owning said roads.

SEC. 3. The road-bed, equipment, property, stock and effects of every kind of any company organized under this act, or under the provisions of chapter one hundred and fifty-eight of the Revised Laws, shall be subject to taxation under the laws of this State, and any company taking the benefit of this act or of chapter one hundred and fifty-eight of the Revised Laws shall be deemed thereby to have waived any claim for exemption from taxation by reason of any provision in the charter of the original company, or otherwise.

SEC. 4. This act shall take effect from its passage.

Approved November 28, 1882.

NO. 36.—AN ACT TO PREVENT UNJUST DISCRIMINATIONS BY RAILROAD COMPANIES.

SECTION

1. Railroad corporations to give equal and reasonable terms, etc., for transporting persons and property and for use of railroad property; also equal facilities of interchange at railroad connections.
2. Two or more railroads connecting shall charge a uniform price for

SECTION

- freight; proviso.
3. Penalty for violation of the two preceding sections.
4. This act not to affect the issuing of excursion and mileage tickets as now issued.
5. To take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Every person or corporation operating a railroad shall give to all persons reasonable and equal terms, benefits, facilities and accommodations for the transportation of themselves, their agents and servants, and of any merchandise and other property, upon such railroad; and for the use of the depots, buildings and grounds thereof; and, at any point where such railroad connects with another railroad, reasonable and equal facilities of interchange.

SEC. 2. Two or more corporations whose roads connect shall not charge or receive for the transportation of freight to any station on the road of either of them a greater sum than is at the time charged or re-

ceived for the transportation of the like class and quantity of freight from the same original point of departure to a station at a greater distance on the road of either of them in the same direction.

In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges, provided that this section shall not be construed as affecting the right of any railroad company to establish such rates on freights shipped over their line in car-load lots from points outside the State to points beyond the State as may seem for their best interests.

SEC. 3. A person or corporation which violates any provision of the two preceding sections shall be liable to the party aggrieved for all damages sustained by reason of such violation, to be recovered in any proper action.

SEC. 4. This act shall not be construed as to prevent the issuing of excursion, mileage and commutation tickets as the same are now customarily issued.

SEC. 5. This act shall take effect from its passage.

Approved November 29th, 1882.

NO. 37.—AN ACT IN AMENDMENT OF AND IN ADDITION TO TITLE TWENTY-FIVE OF THE REVISED LAWS RELATING TO TOLLS ESTABLISHED BY RAILROAD CORPORATIONS.

It is hereby enacted by the General Assembly of the State of Vermont :

SEC. 1. Section three thousand four hundred and twenty-six of the Revised Laws is hereby amended so as to read as follows :

A railroad corporation may establish for their sole benefit a toll upon all passengers and property carried on their railroad at such rates as are determined by the directors of the corporation, and may regulate such conveyance and transportation, the weight of loads, and other things in relation to the use of the road as the directors determine. But the supreme court, at a session thereof holden in any county in the State, or at any general term thereof on application in writing of three or more freeholders of the State, and due notice thereof to any person or persons operating the railroad or railroads complained of, may from time to time, upon hearing before said court or upon report of three commissioners appointed by said court for that purpose, alter or reduce the toll of any railroad operated in this State. The method of procedure in such cases shall be the same as in case of petition to the supreme court, and,

if the application be granted, the court shall make an order fixing the rates of toll and render judgment for the applicants to recover their costs, and in addition thereto such damages as the court shall deem just. Any person or persons refusing to perform the order of the court in the premises shall be deemed in contempt, and the supreme court shall have full chancery powers for the enforcement of any order, judgment or decree under this act.

Approved November 28, 1882.

NO. 38.—AN ACT IN ADDITION TO AND IN AMENDMENT OF SECTION THREE THOUSAND THREE HUNDRED AND NINETY-NINE OF THE REVISED LAWS, RELATING TO RAILROAD CONNECTIONS.

SECTION

1. Commissioners to fix upon terms and conditions of connection of connecting railroads, shall have power to fix the time for connection of passenger trains.
2. Commissioners named in section one

SECTION

- to determine such connection shall be appointed upon petition of twenty legal voters living on line of road, or upon application of the management of a road.
3. To take effect.

It is hereby enacted by the General Assembly of the State of Vermont :

SEC. 1. The commissioners named in section three thousand three hundred and ninety-nine of the Revised Laws, in addition to the powers delegated to them by said section, shall have power to determine the time or times when the passenger trains of connecting railroads shall connect with each other, having in view the convenience of the traveling public, and may make all necessary rules and regulations respecting the manner of such connections, and report and award thereon as upon other subjects named in said section.

SEC. 2. For the purposes named in section one of this act said commissioners may be appointed upon the petition of twenty legal voters living in any town on the line of any of said railroads as well as upon the petition of the managers of any of said railroads.

SEC. 3. This act shall take effect from its passage.

Approved November 16, 1882.

NO. 39.—AN ACT TO AMEND SECTIONS THREE THOUSAND THREE HUNDRED AND NINETY-ONE AND THREE THOUSAND THREE HUNDRED AND NINETY-TWO OF THE REVISED LAWS, RELATING TO THE OBSTRUCTION OF RAILROAD CROSSINGS.

SECTION

1. Penalty for obstructing railroad crossings by railroad companies through their employes.

SECTION

2. Penalty for obstructing a crossing by a freight train and refusing to remove such obstruction.

It is hereby enacted by the General Assembly of the State of Vermont :

SEC. 1. Section three thousand three hundred and ninety-one, chapter one hundred and fifty-seven of the Revised Laws, is hereby amended so as to read as follows :

If a railroad corporation, or its servants or agents, wilfully or negligently obstruct a public highway or farm crossing by their engines, tenders or cars, such corporation, servants or agents shall be fined not less than five dollars nor more than twenty dollars.

SEC. 2. Section three thousand three hundred and ninety-two, chapter one hundred and fifty-seven of the Revised Laws, is hereby amended so as to read as follows :

A conductor or engineer of a freight train, who allows said train to come to a stop, and by so doing obstructs a public highway, or a farm crossing when required for farm use, and refuses or neglects immediately upon the stoppage of such train to open a sufficient passage for carriages and loaded teams, by disconnection of cars, removal of train or otherwise, unless prevented by breakage of engine or other accident, shall forfeit not less than ten dollars nor more than fifty dollars, to be recovered, with costs, in an action founded on this statute, brought by any person before a justice ; and the fine so collected shall be paid into the treasury of the town in which the offense is committed, for the support of the poor.

SEC. 3. This act shall take effect from its passage.

Approved November 28, 1882.

NO. 40.—AN ACT PROVIDING FOR THE DESTRUCTION OF NOXIOUS WEEDS ON RAILROAD LANDS.

SECTION

1. Time when weeds and thistles to be cut.

SECTION

2. Duties of selectmen in case of failure; penalty in case of such failure.
3. To take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Every person or corporation operating a railroad in this State shall cause all thistles and noxious weeds growing within the surveyed boundaries of such railroad to be cut and destroyed between the first day of July and the fifteenth day of July in each year.

SEC. 2. In case of failure so to do in any town through which such road passes, the selectmen of such town shall give notice thereof by mail to the principal office of such person or corporation, and in case such failure continues for ten days after such notice, the selectmen of such town shall forthwith cause such thistles and weeds to be cut at the expense of the town, and such town shall thereupon be entitled to recover from such person or corporation the sum of one hundred dollars in an action on the case founded upon this statute, to be recovered before any justice of the peace having jurisdiction of the parties.

Approved November 29, 1882.

ACTS OF 1884.

NO. 24.—AN ACT RELATING TO CATTLE-GUARDS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. No provisions of law relieving persons owning property adjoining a highway from maintaining fences along the line of such highway, shall be held to relieve persons owning or operating a railroad from maintaining cattle-guards at points where such railroad crosses a highway at grade.

SEC. 2. This act shall take effect from its passage.

Approved Nov. 26, 1884.

NO. 49.—AN ACT TO AMEND SECTION THIRTY-FOUR HUNDRED AND TWENTY-TWO [3422] OF THE REVISED LAWS, RELATING TO THE MAINTENANCE OF STATIONS BY RAILROADS.

It is hereby enacted by the General Assembly of the State of Vermont :

SEC. 1. Section thirty-four hundred and twenty-two of the Revised Laws is hereby amended so as to read as follows : Railroad corporations shall establish and maintain depots or station houses with suitable accommodation at such points on their roads as the supreme court shall, on petition for that purpose, adjudge the public good require. Such petition shall be signed by ten freeholders, resident in the town where the depot is proposed to be located, all the petitioners shall give satisfactory security to the petitionee for costs of prosecution as in writs of summons, and such petition may be presented to the supreme court when in session, or to a judge thereof, at any time, and the court or judge may make proper orders of notice of such petition to the parties petitioned against or to be affected by the proceedings for the time and place of hearing the cause, and the judge or court may make the petition returnable to any term of the supreme court wherever sitting and the court may transfer the cause from county to county for the purpose of securing a more speedy hearing and determination thereof.

SEC. 2. This act shall take effect from its passage.

Approved Nov. 19, 1884.

ACTS OF 1886.

NO. 20.—AN ACT IN ADDITION TO CHAPTER ONE HUNDRED AND FORTY OF THE REVISED LAWS, IN RELATION TO THE LAYING OF HIGHWAYS.

It is hereby enacted by the General Assembly of the State of Vermont :

SEC. 1. Section three thousand three hundred and eighty-one of the Revised Laws is hereby amended so as to read as follows :

" If, after laying out and making a railroad, a turnpike road or other way is so laid out as to cross said railroad, the turnpike road or other way may be so made as to pass under or over or across the railroad, and shall be so made as not to obstruct or injure it, but in case the turnpike road or other way is laid to cross the railroad at grade, the railroad commissioners, on application of the parties owning or operating the railroad, shall, upon notice and hearing, determine whether said cross-

ing ought to be at grade, and if the commissioners determine that the crossing ought not to be at grade, it shall be constructed over or under the railroad and not at grade."

SEC. 2. "The application to the railroad commissioners provided in section one, may be made at any time before the expiration of the time fixed in the order laying the turnpike or way for beginning work thereon."

SEC. 3. This act shall take effect from its passage.

Approved November 24, 1886.

No. 21.—AN ACT IN RELATION TO THE SALE OF RAILROADS UNDER A DECREE OR JUDGMENT.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Whenever any railroad in this State shall, by the decree or judgment of court, be ordered to be sold, any railroad company in this State, whose railroad connects with the railroad to be sold, is authorized to purchase the railroad so ordered to be sold, and upon acquiring the title to said railroad to consolidate said road with its own railroad, and make it a part thereof.

SEC. 2. Any railroad company which shall acquire title to any connecting railroad by purchase, as provided in the preceding section, shall become invested with all the corporate rights and franchises belonging to the company whose railroad has been so sold ; and shall hold and operate the same, subject to all the duties imposed by the charter of the company constructing said railroad, and to all duties and obligations of such company by the laws of this State.

SEC. 3. This act shall take effect from its passage.

Approved November 22, 1886.

NO. 22.—AN ACT REGULATING THE EJECTION OF PASSENGERS FROM RAILROAD TRAINS.

SECTION

1. Powers respecting ejection of passengers.
2. Persons responsible for violation of section one.
3. Regular stations, construed.

SECTION

4. Section three thousand four hundred and thirty-four Revised Laws repealed.
5. When to take effect.

It is hereby enacted by the General Assembly of the State of Vermont :

SEC. 1. If a passenger in any train running on any railroad in this State refuses to pay his fare or toll, or is disorderly, or drunk, or refuses to comply with the reasonable regulations of the corporation for the government of passengers, the conductor of the train and the servants of the corporation may put him out of the cars at the nearest regular station on such railway, causing the train to be stopped for that purpose, and conductors, agents, servants, or other officials of any railroad corporation in this State shall in nowise forcibly eject, or cause to be ejected, or put out of any train, any passenger for non-payment of fare, or for being drunk, or disorderly, except it be at a regular station on such railway.

SEC. 2. All railroad corporations running trains on any railroad in this State, conductors, servants, agents, or other officers of any such railroad shall be held responsible for all injury and damage to persons or property arising by reason of non-compliance with, or a violation of the requirements of section one, of this act, to be recovered in an action on the case.

SEC. 3. Regular stations shall be construed to mean such a one as the law now requires, in section three thousand four hundred and twenty-two, chapter one hundred and fifty-seven, Revised Laws, as amended in section one, of number forty-nine, acts of 1884, Laws of Vermont.

SEC. 4. Section three thousand four hundred and thirty-four, in chapter one hundred and fifty-seven, Revised Laws of Vermont, is hereby repealed.

SEC. 5. This act shall take effect from its passage.

Approved November 24, 1886.

NO. 23.—AN ACT TO CREATE A BOARD OF RAILROAD COMMISSIONERS
AND TO DEFINE AND REGULATE ITS POWERS AND DUTIES.

SECTION

1. Commissioners, how appointed; their term of office; vacancies in the board, how filled; commissioners to appoint clerk; his term of office and duties; commissioners and clerk to be sworn; persons ineligible to office of commissioner; restrictions upon commissioners and clerk.
2. Quorum; what number to constitute; meetings of the board.
3. Powers of commissioners and clerk; fees of witnesses before the board; how paid; employment of expert by commissioners; additional powers of commissioners; their right to free transportation.
4. Rights of commissioners as to information concerning railroads; refusing access to books, or information, may be summoned before supreme or county court; penalty for violation.
5. Additional powers and duties of commissioners; to what railroads and persons this act applicable.
6. Duties of the board and of railroads respecting accidents.
7. Further duties of railroad commissioners.
8. Their duties in case of failure of

SECTION

- proper connections between railroads or of furnishing reasonable accommodations for transportation.
9. Certain acts of commissioners not to impair the rights of any railroad.
10. Recommendations of commissioners respecting the conduct and management of railroads; supreme court empowered to compel compliance with recommendations.
11. Report of commissioners to legislature, what to contain.
12. Duties of commissioners, respecting any acts of Congress concerning interstate commerce.
13. May recommend uniform system of keeping accounts, and making and publishing returns.
14. Report of commissioners to be printed; how distributed.
15. Compensation of commissioners and clerk.
16. Penalty for certain acts or neglects of the commissioners or clerk.
17. Chapter one hundred and fifty-nine Revised Laws, and number forty-eight laws of 1884, and all inconsistent acts repealed.
18. To take effect.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. There shall be in and for the State of Vermont, a board of railroad commissioners, to consist of three competent persons, and they shall be selected as follows: During the present session of the legislature, the governor, with the advice and consent of the senate, shall appoint three persons as such commissioners. The persons so appointed shall hold such office for the term of two years from and after the first day of December, A. D. 1886. During each biennial session of the legislature hereafter three commissioners shall be appointed in the same manner, who shall hold their offices for the term of two years from the year in which such appointment is made. In case of a vacancy occurring between the biennial sessions of the legislature the same shall be filled by the appointment of the governor. Such commissioners may appoint a clerk to serve during their pleasure whose duty it shall be to keep a full and faithful record of the proceedings of said board; to file and preserve at the office of said board all documents and papers entrusted to his care; to prepare for service such papers and notices as may be required of him by the commissioners and to perform suc

other duties as the board may prescribe, and he shall have power, under the direction of the board, to issue subpoenas for witnesses and to administer oaths in all cases pertaining to the duties of his office. Such commissioners and clerk shall be sworn to the faithful discharge of the duties of their office before entering upon the same.

No person in the employ of or holding any official relation to any railroad corporation or management, or owning stock, bonds, or other securities in any railroad corporation, or who is in any manner connected with the operation of any railroad within this State, shall be a commissioner under this act, nor shall any person holding either the office of commissioner or clerk personally, or in connection with a partner or agent, render any professional service for, or make or perform any business contract with any person or corporation operating a railroad within this State relating to the business of said railroad except contracts made with them as common carriers, nor shall he directly or indirectly receive from any such corporation any commission, present, or reward, except passes for personal transportation over said railroads.

SEC. 2. Any two of said commissioners shall constitute a quorum for the transaction of any of the business or duties of said Board, and meetings of the Board may be held at any time or place within the State upon call of any member of the Board, and after a reasonable notice by mail or telegraph to both of the other members.

SEC. 3. Said Board shall have power so far only as is necessary for the performance of its duties under the law of this State to examine the books, accounts, and papers of any corporation, or person operating any railroad within this State; to cause witnesses to be subpoenaed, administer oaths to them, and if any person shall disobey said subpoena, or refuse to answer any proper and legal question, or refuse to show to said commissioners the books, accounts, or papers of any corporation, or person operating a railroad within this State, when legally required so to do, said commissioners may apply to any judge of the supreme court, who shall have authority to summon said person before him, and enforce his attendance and examination, and exhibition of said books, accounts, and papers, if said judge shall find the same to be proper and necessary to the performance of the duty of the office of said commissioners. The fees of witnesses before such Board shall be the same as for witnesses before the county court, and the expense of obtaining the attendance of witnesses shall be paid by the treasurer of the State upon allowance by the auditor of accounts. Said commissioners may employ an engineer, accountant, or other expert in case they shall deem such service important in the conducting of any investigation required to be

made by them by law. Said commissioners shall have the right in their official capacity to enter during business hours the office, depots, and cars, and upon the railroad, of any railroad company within the State so far as may be necessary in the discharge of the duties of their office, and said commissioners and their clerk shall be entitled to free transportation upon all railroads in this State while in the performance of the duties of their office.

SEC. 4. Every corporation or person operating a railroad within this State shall at all times on request furnish the railroad commissioners any and all information requested by them concerning the condition, operation, and management of such railroad, and the rates of fare and charges for transportation made. But said commissioners shall not give publicity to such information as may be obtained by them under the provisions of this act, except so far as is necessary in the reports to the legislature, or in judicial proceedings, unless specially required so to do by law. Every corporation or person operating railroads in this State, refusing to said commissioners access to the books, accounts, or papers of any railroad, so far as provided in section three of this act, or failing or refusing to furnish any return, reports, or information lawfully required by them, or who shall wilfully hinder, delay, or obstruct the said commissioners in the discharge of any of the duties imposed upon them by this act, may be summoned before any supreme or county court sitting in any county in the State upon six days' notice, and said court shall make such orders, after hearing the parties, as may be necessary to carry into effect the provisions of this act. And if any person, in making returns to said commissioners, or furnishing any information, or making statements to them on oath when required by law, or in giving testimony before said Board as a witness, shall be guilty of wilful falsehood, he shall be deemed guilty of perjury and be punished accordingly.

SEC. 5. Said commissioners shall have the general supervision of all railroads and railways within this State, so far as necessary to enable them to perform the duties and exercise the powers imposed and conferred upon them by this act, and shall examine the same and keep themselves informed as to their condition, and the manner in which they are operated, with reference to the security and accommodation of the public, and the compliance of the corporations or persons operating the same with the provisions of their charter, and the laws of this State. And the provisions of this act shall apply to all railroads and railways within this State operated by steam power, and to the cor-

porations, receivers, trustees, directors, lessees, or others owning or operating the same.

SEC. 6. It shall be the duty of said Board of railroad commissioners to investigate the causes of any accident on a railroad resulting in loss of life, and also of any accident not so resulting which in their judgment shall require investigation, and to make public their conclusions thereon. It is hereby made the duty of the general superintendent or manager of each railroad in the State to inform said Board of every accident resulting in loss of life, or serious injury to person or persons, immediately after its occurrence. Before proceeding with the investigation of the causes of any accident the Board shall give to the corporation or person operating such railroad reasonable notice of the time and place of hearing.

SEC. 7. Whenever in the judgment of the railroad commissioners it shall appear that any corporation or person owning or operating any railroad within this State has violated any constitutional provision or law, or neglects in any respect or particular to comply with the terms of the charter of said corporation, or with the provisions of any of the statute laws of the State, or fails in any respect to properly provide for the security of the public, or unjustly discriminates in its charges for transporting passengers or freight, or usurps any authority not granted by its charter, or wilfully refuses to comply with any reasonable recommendation of said Board of commissioners, or enters into any combination or conspiracy with any other person, persons, or corporation whereby the rates of charge for transportation of freight or passengers, or the cost of commodities is unduly increased, said commissioners shall give notice thereof in writing to such corporation or person, and if the act complained of is continued after such notice the Board shall report the same to the then next session of the General Assembly, and if in their judgment such action is required, may at any time make application to the supreme or county court for any remedy warranted by law.

SEC. 8. In case there should be failure of proper connection between railroads in this State, or in case proper and reasonable accommodation shall not be furnished for the transportation of passengers or freight, the commissioners shall inquire into the cause or causes of the same, after reasonable notice to the corporation, or persons interested, and shall make such recommendations in respect thereto as shall seem to them just, and in every case of investigation or hearing under the provisions of this section the commissioners shall forthwith make public the conclusions reached by them, together with a brief statement of their

reasons for the same and the recommendation, if any, made by them in respect thereto.

SEC. 9. No request or advice of the railroad commissioners nor any investigation, report, or recommendation made by them shall have the effect to impair in any manner or degree the legal duties, obligations, or rights of any railroad corporation, or persons operating any railroad, or their legal liability for the consequences of their act, or of the neglect or mismanagement of any of their agents or servants, and the same shall not be received in evidence in any judicial tribunal against said railroad corporation or person.

SEC. 10. Whenever in the judgment of said railroad commissioners, after investigation and hearing upon reasonable notice to all persons interested, it shall appear that repairs are necessary upon any railroad within this State, or that any addition to the rolling stock, or any addition to or change in the stations or stations houses, should be afforded, or whenever in the judgment of said Board, after such examination and hearing, it shall appear that any change in the rates of fare for transporting freight or passengers, or that any change in the manner of operating the road and conducting its business is reasonable and expedient, in order to promote the security, convenience, and accommodation of the public, or to prevent violations of law, or unjust discriminations, usurpations, or extortions, the said Board, after giving notice of its recommendations as aforesaid, may fix a time within which the same shall be made, which time the Board may extend. It shall be the duty of the corporation, person or persons owning or operating said railroad, to comply with such recommendations of said Board as are just and reasonable.

The supreme court sitting as a court of equity shall have power in all cases of recommendations by said Board to compel compliance therewith, if in the judgment of the said supreme court, upon hearing and legal proof such recommendations are just and reasonable.

SEC. 11. The board of railroad commissioners shall make a biennial report to the legislature containing a record of all their proceedings under this act, and shall include therein such statements, facts, and explanations as will disclose the actual working of the system of railroad transportation in its bearing upon the business and property of the State, and such suggestions in respect thereto or in respect to the condition, affairs, or conduct of any of said railroads, or in respect to the general railroad policy of the State, or in amendment of its laws, or any new legislation as may seem to them appropriate; and also statements showing the receipts and expenditures of each and every railroad in this

State for the two preceding years, and from what source such receipts were derived, and for what such expenditures were made; also the condition of such road and its equipment, and such other matters as the commissioners may deem appropriate and important for the information of the legislature.

SEC. 12. If at any time hereafter the Congress of the United States shall pass any acts upon the subject of interstate commerce, or appoint commissioners to make regulations upon that subject, the railroad commissioners appointed under this act shall, as far as consistent with the laws of this State, conform to the laws of the general government, and the recommendations of the national board upon the subject of transportation of passengers and freight, and the subject of said acts and recommendations.

SEC. 13. The board of commissioners may recommend a uniform system of keeping railroad accounts and making and publishing returns of the condition of railroads so as to conform as far as practicable to a uniform system in common with the other New England States, New York and Canada. Railroad companies shall adopt the system of accounts and the manner of making returns recommended by the commissioners and conform to the same as far as is consonant with the method of business and connections of said railroads, and the returns shall be made under oath. The system now in use may be followed by the corporations and persons operating railroads until they shall make changes in the direction of uniformity as aforesaid.

SEC. 14. Said railroad commissioners shall cause not exceeding six hundred copies of their biennial report to be printed at the expense of the State, which shall be audited by the auditor of accounts. One copy of said report shall be furnished to each member of the legislature, and the remainder thereof shall be distributed under the direction of the commissioners.

SEC. 15. Said railroad commissioners shall be entitled to receive in full payment for their services, the sum of eight dollars per day each, together with their actual expenses while engaged away from home in the performance of their duties. The clerk of said board shall be entitled to receive in full payment for his services the sum of five dollars per day, together with his actual expenses while engaged away from home in the performance of his duties. Said commissioners and clerk shall be supplied with necessary stationery and postage. The compensation and expenses of the Board and its clerk shall be audited and allowed by the auditor of accounts, provided, however, that the whole expenses of said commissioners and their clerk, and including also the

service of experts, witness fees, printing, and stationery shall not exceed five thousand dollars per year. All claims arising under this act, and audited as hereinbefore provided, shall be paid by the treasurer of the State, upon the order of the auditor of accounts.

SEC. 16. If any commissioner or clerk of the said board shall directly or indirectly receive any compensation or pay for any service, or extra service, or for any neglect of service from any one but said treasurer he shall be deemed guilty of a misdemeanor, and on conviction thereof he shall be subject to a fine not exceeding one thousand dollars, or to imprisonment in the state prison not exceeding six months, in the discretion of the court; provided, however, that the clerk may receive the usual fees for copies of any records or papers in his office from any person calling for the same.

SEC. 17. Chapter one hundred and fifty-nine Revised Laws and number forty-eight of the laws of 1884, and all acts and parts of acts inconsistent with this act are hereby repealed.

SEC. 18. This act shall take effect from its passage.

Approved November 22, 1886.

ACTS OF 1888.

NO. 17.—AN ACT TO PREVENT UNJUST DISCRIMINATIONS BY RAILROAD COMPANIES.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Every company or corporation operating a railroad in this state, shall give to every station upon its line when so requested in writing by twenty-five legal voters and freeholders of the town, city or village in which such station is situated, the same and equal accommodations and facilities as to market days and market day rates of fare to and from such station, on any regular train upon the day of the week requested, as is given by such company or corporation to any station upon its line.

SEC. 2. Any violation of this act shall be construed to be an unjust discrimination within the meaning of section 7 of No. 23 of the laws of 1886, and shall be punished by a fine not exceeding five hundred dollars and costs.

SEC. 3. This act shall take effect from its passage.

Approved November 27, 1888.

NO. 18.—AN ACT IN ADDITION TO CHAPTER TWO HUNDRED AND TWO OF
THE REVISED LAWS, IN RELATION TO SUNDAY TRAINS.

It is hereby enacted by the General Assembly of the State of Vermont :

SEC. 1. The board of railroad commissioners may authorize the running upon any railroad, of such through trains on Sunday, as, in the opinion of the board, the public necessity and convenience may require, having regard to the due observance of the day.

Approved November 27, 1888.

NO. 19.—AN ACT TO AMEND SECTION FOURTEEN OF ACT TWENTY-THREE,
LAWS OF 1886, RELATING TO THE REPORT OF THE RAILROAD COMMISSIONERS.

It is hereby enacted by the General Assembly of the State of Vermont :

SEC. 1. Section 14 of act No. 23 of the Session Laws of 1886, is hereby amended by striking out the word "six" in the second line, and inserting in the place thereof the word *ten*.

Approved November 27, 1888.

NO. 20.—AN ACT TO AMEND NUMBER TWENTY-THREE OF THE LAWS OF
1886, ENTITLED AN ACT TO CREATE A BOARD OF RAILROAD COMMISSIONERS AND TO DEFINE AND REGULATE ITS POWERS AND DUTIES.

It is hereby enacted by the General Assembly of the State of Vermont :

SEC. 1. Section six of act number twenty-three of the acts of 1886, is hereby amended by adding thereto the following words :

And shall also at the same time notify the state's attorney of the county in which said accident happened, and at said time and place of

hearing, the said state's attorney shall attend and shall represent the state in said hearing, and produce before said board such legal evidence as he judges proper to show the cause of such accident, and shall be allowed five dollars per day and his necessary expenses for each day's attendance before said board.

SEC. 2. This act shall take effect from its passage.

Approved November 27, 1888.

NO. 21.—AN ACT RELATING TO RAILROAD CROSSINGS.

It is hereby enacted by the General Assembly of the State of Vermont :

SEC. 1. When it shall be necessary for the construction of a railroad, to intersect or cross any public highway, the railroad company may construct said railroad across or upon the same, if the railroad commissioners shall judge it necessary, but said railroad company shall restore said highway thus intersected, to its former state, or in a sufficient manner not to impair its usefulness, as near as practicable ; and in case any highway is so located that said railroad cannot be judiciously constructed across or upon the same without interfering therewith, said company may, with the consent of said commissioners, cause such highway to be changed or altered so that said railroad may be made on the best site for that purpose, but said company shall put such highway as near as practicable in as good situation and repair as it was previous to such alteration, under the direction of said commissioners. But such construction or alteration shall not be made without notice to all parties interested and a hearing before said commissioners.

SEC. 2. The railroad commissioners may, when, in their opinion public safety requires an alteration of any highway crossed at grade by a railroad, after a hearing had upon such notice as they shall deem reasonable to the railroad company owning or operating said railroad and to the selectmen of the town or mayor of the city within which said highway is situated, and to the owner of land adjoining said crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and in what time; provided that such alterations as are made at the primary instance of the railroad commissioners shall not be ordered at the rate of more than one a year in any one county on any one railroad. Railroad companies may take land for the purposes

of this section, in the manner provided by law for the taking of lands by railroad companies.

SEC. 3. The railroad commissioners may apply to the supreme court sitting in any county, for the enforcement of said order; a notice of which application shall be given to the railroad company at least twelve days before hearing. And the supreme court shall have equity powers in the premises; provided the supreme court on the hearing of said application shall have power to revise or modify the order of the commissioners on the facts in the premises, and for that purpose may order the taking of testimony in such manner as they may think best for the purpose of reviewing said order.

SEC. 4. Sections 3389 and 3390 of the Revised Laws and all acts and parts of acts inconsistent with this act, are hereby repealed.

SEC. 5. This act shall take effect from its passage.

Approved November 27, 1888.

NO. 22.—AN ACT TO PREVENT ACCIDENTS AND LOSS OF LIFE ON RAILROADS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Every railroad company operating a railroad or part of a railroad in this State, shall, before the first day of December, 1889, adjust, fill or block with a wooden block or wedge, the frogs, switches and guard-rails on its tracks, with the exception of guard-rails on bridges, so as to prevent the feet of its employes from being caught therein. The work shall be done to the satisfaction of the railroad commissioners evidenced by the certificate of their clerk.

Approved November 28, 1888.

NO. 23.—AN ACT RELATING TO HEATING PASSENGER CARS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. After December 1, 1889, no passenger, mail or baggage cars, other than a mixed train, on any steam railroad in this State, shall be heated by any method or heater, unless such method, or the use of

such furnace or heater, shall first have been approved in writing by the board of railroad commissioners; provided that nothing in this act shall authorize the commissioners to prohibit the heating of cars by steam from the engines.

Approved November 28, 1888.

NO. 24.—AN ACT ESTABLISHING A UNIFORM RATE FOR MILEAGE
TICKETS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. All corporations, companies or persons operating railroads within this State, and all foreign railroad corporations, companies and persons operating, managing or controlling any railroad which is wholly or partly located within this State, shall procure, and at all times keep for sale at the principal stations on their roads, mileage tickets in the form of coupon books which shall contain not more than one thousand coupons; and the conductors on the trains shall detach from such coupon book one coupon for each mile traveled by the passenger in satisfaction of fare; provided that no single passage shall be granted for less than five miles of said one thousand miles coupon ticket.

SEC. 2. Such coupon book shall be good to all the members of a firm or family, if designated and named in the coupon book at the time of the sale and delivery of the same. Said book shall be of a convenient size.

SEC. 3. The railroad commissioners may in their discretion exempt any railroad from the provisions of this act.

Approved November 28, 1888.

NO. 25.—AN ACT IN AMENDMENT OF SECTION SIX OF NUMBER TWENTY-
THREE OF THE LAWS OF 1886.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section six of an act entitled "An act to create a board of railroad commissioners, and to define and regulate its powers and duties," approved November 22, 1886, is hereby amended so as to read as follows:

SEC. 6. It shall be the duty of said board of railroad commissioners to inquire into the causes of any accident on any railroad, resulting in loss of life, and also of any accident not so resulting, which shall, in their judgment, demand such inquiry; and if, in their judgment, the public good shall require an investigation and hearing, they shall give to the corporation or person operating such railroad, and to the state's attorney for the county within which said accident occurred, notice of the time and place of such investigation and hearing. Said state's attorney shall attend and conduct such hearing and investigation in behalf of the state and the public; and the commissioners shall make public their conclusions thereon. It is hereby made the duty of the general superintendent or manager of each railroad doing business in this state to inform said board of every accident resulting in loss of life and of serious injury to person or persons, immediately after its occurrence; and in case such accident results in loss of life or serious injury to the person of a passenger, such information shall be given by telegraph.

SEC. 2. This act shall take effect from its passage.

Approved November 26, 1888.

NO. 26.—AN ACT RELATING TO GRADE CROSSINGS AND FLAG-MEN.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. The railroad commissioners, when requested in writing by three or more freeholders of any city or village in the State, to order a gate or electric signal to be erected, or a flag-man to be stationed at any railroad crossing at grade within their respective cities or villages, shall visit such place, first giving the parties making such request, and the railroad company, notice thereof, and if the public safety require it, shall order the company operating said railroad to erect and maintain a gate or gates, or electric signal, or to keep a flag-man at said place, or to do any other act at said place needful for the protection of the public, and may specify when said gate or gates shall be opened and closed, or when a flag-man shall be on duty, and may change any such order when they deem it necessary, first visiting the place and giving the railroad company and the parties making such request an opportunity to be heard thereon.

SEC. 2. The railroad commissioners may apply to the supreme court sitting in any county, for the enforcement of said order; a notice of which application shall be given to the railroad company at least twelve days before hearing. And the supreme court shall have equity powers in the premises, provided the supreme court on the hearing of said application shall have power to revise or modify the order of the commissioners on the facts in the premises, and for that purpose may order the taking of testimony in such manner as they may think best for the purpose of reviewing said order.

SEC. 3. This act shall take effect from its passage.

Approved November 26, 1888.

NO. 27.—AN ACT IN AMENDMENT OF SECTION 3386 OF THE REVISED LAWS RELATING TO SIGN BOARDS AT RAILROAD CROSSINGS.

It is hereby enacted by the General Assembly of the State of Vermont:

SEC. 1. Section 3386 of the Revised Laws is hereby amended as to read as follows:

"Every railroad corporation shall keep and maintain at every public highway or street where the same is crossed by the railroad on the same level, warning boards of such a description as the railroad commissioners may approve."

"The warning boards or crossing signs now in use on the several railroads in this State may be used while they remain legible and in good condition and until it is necessary for the same to be renewed."

SEC. 2. This act shall take effect from its passage.

Approved November 26, 1888.

NO. 145.—AN ACT ENLARGING THE DUTIES OF CERTAIN STATE OFFICERS AND COMMISSIONERS IN REGARD TO MAKING REPORTS.

It is hereby enacted by the General Assembly of the State of Vermont:

SECTION 1. Officers or commissioners whose duty it is to make reports to the governor or legislature shall suggest or recommend such modifications of the laws, relative to matters in their respective departments, or under their charge as in their judgment the public good requires and shall prepare or cause to be prepared bills carrying out such

suggestions or recommendations and submit them to the proper committee upon the convening of the legislature.

Approved November 26, 1888.

ACTS OF 1890.

NO. 3.—AN ACT TO PROVIDE A REVENUE FOR THE PAYMENT OF STATE EXPENSES.

* * * * *

RAILROADS.

SEC. 11. Every corporation, company, person or persons owning or operating a railroad in this State, shall make returns to the commissioner of State taxes, of the amount of the entire gross and net earnings of such corporation, company, person or persons, and if any portion of such railroad is without this State, such statement shall give the amount of the gross and net earnings per mile of such road. Such statement shall also give the length of the entire main line of road, the number of miles thereof in this State, the kind and weight of rail used on its main line, the kind and number of ties per mile, the kind of ballast used, the number of miles of side track (including tracks in its yards) a list of its equipment, the amount and value of its capital stock, its funded and floating debt, its bonds secured by mortgage or other securities on the property of such corporation, company, person or persons, and the market value of its said stock and bonds, and the amount of dividends, interests or indebtedness paid annually or semi-annually. In case any railroad is leased and operated by the lessee, such statement, in addition to the foregoing, shall give the amount paid for rents thereof, and such corporation, company, person or persons so operating said railroad shall state any other matter that shall be required by the commissioner of State taxes to carry out the provisions of this act. This statement shall be made, sworn to, and returned as aforesaid, on or before the first day of September 1891, and whenever required by the commissioner of State taxes thereafter, not exceeding once in two years, and shall in all things conform to the provisions of this act.

APPRAISALS OF RAILROAD PROPERTY.

SEC. 12. It shall be the duty of the commissioner of State taxes to appraise the property and in so doing he shall take into consideration

the corporate franchise of each corporation, company, person or persons, owning or operating a railroad in this state, at its fair and just value, as soon as may be after the receipt of the returns aforesaid, not later than the first day of November annually, which said appraisal shall be taken to be the true value of such railroad, its rights, corporate franchise, and property, in this State for the purposes of taxation.

SEC. 13. If the line of a railroad extend beyond the limits of this State, its whole valuation ascertained as aforesaid shall be divided by the number of miles of its entire main line, and the amount thus obtained shall be taken to be the value of such railroad per mile, which said sum, multiplied by the number of miles in this State shall be taken to be the true value of such railroad, its rights, corporate franchise, and property in this State, for the purposes of taxation.

SEC. 14. A tax of seven-tenths of one per cent is hereby assessed upon the appraisal obtained as provided in the two preceding sections, against each company, corporation, person, or persons so operating a railroad in this State on the 30th day of June preceding such appraisal; one-half of which shall be payable to the State treasurer on or before the fifteenth of November annually, and the other half on or before the fifteenth of May annually.

SEC. 15. It shall be the duty of the commissioner of State taxes to notify the company, corporation, person or persons aforesaid of the amount of such appraisal, and the amount of the taxes assessed, immediately after the same has been appraised and assessed.

SEC. 16. If any party (including the State, represented by the State treasurer), is aggrieved in the premises, he or it may appeal to a commission consisting of the lieutenant-governor, the auditor of accounts and the secretary of state, who shall be sworn to the faithful performance of their duties, and whose duty it shall be to hear such appeal, and they shall have power to grant relief in the premises. Their decision shall be final. Said commission shall establish such rules and regulations relative to time, manner, and method of taking, hearing, and determining such appeals as in their discretion shall be just. The costs of such appeal shall be paid as said commission shall determine.

SEC. 17. Any corporation, company, person or persons owning or operating a railroad in this State may annually pay to the State in lieu of the tax assessed in Section fourteen, two and one half per cent on its entire gross earnings, if such railroad is situated wholly within this State, and if situated partly within and partly without this State then such two and one-half per cent on gross earnings shall be upon such proportion of the entire gross earnings of such railroad, as the

mileage of trains run in this State bears to the mileage of all trains run on the entire main line of such road for each six months' period, and shall make returns and payments as provided in sections three, four, five and six of this act.

SEC. 18. If a corporation, company, person or persons owning or operating a railroad in this State shall accept of the provisions of the preceding section of this act, it shall be his or its duty, whether as owner or lessee to make returns of the gross earnings of said railroad as provided for making returns in this act, and within thirty days of the time of making such returns, the corporation, company, person or persons making the same shall forward to the State treasurer the amount of such two and one-half per cent for the period covered by said returns.

LEASED ROADS.

SEC. 19. When a railroad is operated in this State by a person, or persons, company or corporation, by virtue of a lease or other contract, the aforesaid taxes or payments on gross receipts shall be paid by the lessee of such railroad, or holder of such contract, as the case may be, and such taxes, or payments on gross receipts, shall be charged against and deducted from any payment due or to become due the lessor of such railroad, or person or corporation granting such contract, as the case may be; unless in the provision of such lease or contract, it is otherwise expressly stipulated, and the party who ultimately pays such tax shall be construed to be the party who may accept of the provisions of sections seventeen and eighteen.

* * * * *

STEAMBOAT, CAR, AND TRANSPORTATION COMPANIES.

SEC. 25. Every steamboat, car, or transportation company incorporated under the laws of this State, shall pay an annual tax to the State, on its property, business, and corporate franchise. Each such company shall make returns to the commissioner of State taxes as required by this act, who shall on such returns make an appraisal of the value of its property, business and corporate franchise, and notify the company thereof, immediately.

SEC. 26. A tax of seven-tenths of one per cent. is hereby assessed upon the appraisal provided in the preceding section, against each company. Said tax shall be payable to the State treasurer, as provided in section fourteen for the payment of taxes by railroad companies. The

same right of appeal shall be allowed as provided in the case of railroad companies in section sixteen.

SEC. 27. The corporations specified in the preceding section may pay annually to the State in lieu of the tax assessed in said section, two per cent. on the entire gross earnings of each said corporation respectively; and shall make such election, returns and payment at the time and in the manner specified in section eighteen of this act.

SEC. 28. Every corporation organized under the laws of this State and having a capital stock or deposits of fifty thousand dollars, or less, shall be, and hereby is, assessed an annual license tax of ten dollars; and for each fifty thousand or fractional part thereof of capital stock or deposits in excess of fifty thousand dollars, five dollars. But no tax shall exceed fifty dollars. Said tax shall be paid to the State treasurer annually in the month of February. Provided, however, that corporations organized for charitable, literary, or religious purposes shall be exempt from the taxes imposed by this section.

SEC. 29. In case any corporation neglects to pay the tax assessed in the preceding section, it shall be the duty of the commissioner of State taxes to notify by mail the secretary or clerk of such corporation of its neglect in the payment thereof, and permit the same to pay said tax within thirty days after the mailing of such notice by paying the additional sum of one dollar.

SEC. 30. In case such corporation neglects to pay the same within the period last aforesaid, said commissioner of State taxes shall make complaint therefor to any chancellor in this State, and a copy of said complaint shall be mailed to the secretary or clerk of such corporation at least twelve days before hearing. If upon the hearing before said chancellor it shall appear that said taxes are not paid, he shall declare said corporation dissolved, and the same shall thereupon be dissolved, and a record of such dissolution shall be made in the office of the Secretary of State.

* * * * *

SEC. 48. Real and personal estate used in operating a railroad, or used in carrying on express, telegraph, or telephone business in this State, and the real and personal estate owned by steamboat, car and transportation companies taxed by this act, also stock in telephone, insurance, steamboat, car and transportation companies which companies are taxed by this act shall not hereafter be set in the grand list and shall not be required to be stated in the inventories that are returned to listers.

SEC. 49. So much of the charter of any corporation or company organized under the laws of this State as exempts such corporation or company from taxation as far as it conflicts with this act, is hereby repealed.

SEC. 50. This act shall take effect from its passage.

Approved November 26, 1890.

ACTS OF 1890.

No. 22.—AN ACT IN RELATION TO RAILROAD BONDS AND MORTGAGES.

SECTION.

1. R. R. Co. may issue its bonds for any purpose; how, limit as to time and rate.

SECTION.

2. R. R. Co. may mortgage road, franchise or its other property, to secure its own bonds or bonds of other companies.

It is hereby enacted by the General Assembly of the State of Vermont:

SECTION 1. Any railroad company may issue its bonds on time not exceeding one hundred years, and at a rate of interest not exceeding six per cent., for any purpose it may desire, upon a majority vote of its stockholders voting at any meeting duly called for that purpose.

SEC. 2. Any railroad company may mortgage its road and franchise, and any other property which it may own or in which it may be interested to secure its own bonds or the bonds of any other railroad or transportation company within or without this State, upon a majority vote of its stockholders voting at any meeting duly called for that purpose.

SEC. 3. This act shall take effect from its passage.

Approved November 13, 1890.

No. 23.—AN ACT TO AMEND SECTIONS THREE THOUSAND FOUR HUNDRED AND SIXTY-ONE, THREE THOUSAND FOUR HUNDRED AND SEVENTY AND THREE THOUSAND FOUR HUNDRED AND SEVENTY-FIVE OF THE REVISED LAWS, RELATING TO RE-ORGANIZATION OF RAILROAD COMPANIES AFTER FORECLOSURE.

SECTION.

1. Sec. 3461 R. L. amended; mortgages of railroad (or other) corporation obtaining title by foreclosure may form new corporation.
2. Sec. 3470 R. L. amended; new corporation to have same rights, fran-

SECTION.

- chises, liabilities, etc., as the company giving mortgage.
4. Sec. 3475 R. L. amended; how corporation may be formed in case of neglect or failure of bondholders to organize; power to issue stock and to mortgage.

It is hereby enacted by the General Assembly of the State of Vermont :

SECTION. 1. Section three thousand four hundred and sixty-one of chapter one hundred and fifty-eight of the Revised Laws is hereby amended so as to read as follows :

Where a mortgage of a railroad (or of a railroad and other property,) or part thereof, made by a railroad company (or by a railroad, mining and manufacturing company) to secure the payment of bonds, is foreclosed, and the legal title to the mortgaged premises vested in the mortgagees, persons holding a majority in amount of the principal of the bonds so secured may form themselves into a corporation for the purpose of owning or maintaining and operating such railroad (and other property) or part thereof, for public use, in the conveyance of persons and property (and otherwise).

SEC. 2. Section three thousand four hundred and seventy of chapter one hundred and fifty-eight is hereby amended so as to read as follows :

Any company formed under this chapter shall, from the time its articles of association are filed, be a corporation, vested with the powers, rights, privileges, and franchises for maintaining and operating its railroad (and other property) which were vested in the corporation mortgaging it, and shall be subject to like duties and liabilities, and to future legislation.

SEC. 3. Section three thousand four hundred and seventy-five of chapter one hundred and fifty-eight of the Revised Laws is hereby amended so as to read as follows :

In case of neglect or failure on the part of the bondholders to organize a new corporation under the provisions of this chapter, when a mortgage has been foreclosed, or if the railroad (and other property) on which the mortgage exists is sold or assigned by an order, decree or judgment of a court, the purchasers or grantees who acquire title to the same in the manner prescribed by law shall have the rights, powers and privileges granted in this chapter to a majority of the bondholders, and be subject to like duties ; and may associate with them other persons, and may make, sign and file articles of association as before prescribed in this chapter, and shall thereupon be a corporation with the powers, privileges and franchises granted to and be subject to the duties imposed upon railroad corporations. (In case a corporation is so formed by such purchasers or grantees and their associates the stock of such corporation created to an amount not exceeding that hereinbefore provided may be issued in payment for the railroad and other property included in such foreclosure upon the transfer and conveyance of such railroad and other

property to such corporation and upon such issue the said stock shall be taken and deemed to be full paid stock and not liable to any further calls. The said corporation so formed shall have and enjoy the same rights to mortgage its property or to create and issue additional stock and shall have and enjoy the same rights and powers in all respects as were held and enjoyed by the corporation which mortgaged such property or as are hereinbefore provided and also the same rights, powers, privileges and franchises granted to and subject to the duties imposed upon railroad corporations.)

SEC. 4. This act shall take effect from its passage.

Approved November 17, 1890.

NO. 80.—AN ACT REGARDING STATE OFFICERS' REPORTS.

It is hereby enacted by the General Assembly of the State of Vermont:

SECTION 1. All State officers whose duty it is to disburse any moneys belonging to the State, shall, each of them, make return to the auditor of accounts, and embody in their biennial reports, itemized statements in detail, of all their expenses and disbursements, as such officers.

SEC. 2. This act shall take effect from its passage.

Approved November 25, 1890.

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